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LEGISLATIVE HISTORY
Public Law 604
H. R. 10899

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INDEX AND SUMMARY OF H. R. 10899

April 27, 1956	House Appropriations Committee reported without amendment H. R. 10899. House Report No. 2076. Print of bill and report.
May 2, 1956	House passed with amendment H. R. 10899.
May 3, 1956	H. R. 10899 was referred to the Senate Appropriations Committee. Print of bill as passed by House and referred.
May 22, 1956	Senate Committee ordered reported H. R. 10899.
May 23, 1956	Senate committee reported H. R. 10899 with amendments. Senate Report No. 2039. Print of bill and report.
May 31, 1956	Senate passed H. R. 10899 with amendments. Senate conferees appointed. Print of bill as passed.
June 4, 1956	House conferees were appointed.
June 12, 1956	House received conference report on H. R. 10899. House Report No. 2344. Print of report.
June 14, 1956	Both Houses agreed to the conference report.
June 20, 1956	Approved; Public Law 604, 84th Cong.

April 27, 1955	House	Report No. 1000	Prize of Bill and Report.
May 1, 1955	House	Report No. 1001	Prize of Bill and Report.
May 2, 1955	House	Report No. 1002	Prize of Bill and Report.
May 3, 1955	House	Report No. 1003	Prize of Bill and Report.
May 4, 1955	House	Report No. 1004	Prize of Bill and Report.
May 5, 1955	House	Report No. 1005	Prize of Bill and Report.
May 6, 1955	House	Report No. 1006	Prize of Bill and Report.
May 7, 1955	House	Report No. 1007	Prize of Bill and Report.
May 8, 1955	House	Report No. 1008	Prize of Bill and Report.
May 9, 1955	House	Report No. 1009	Prize of Bill and Report.
May 10, 1955	House	Report No. 1010	Prize of Bill and Report.
May 11, 1955	House	Report No. 1011	Prize of Bill and Report.
May 12, 1955	House	Report No. 1012	Prize of Bill and Report.
May 13, 1955	House	Report No. 1013	Prize of Bill and Report.
May 14, 1955	House	Report No. 1014	Prize of Bill and Report.
May 15, 1955	House	Report No. 1015	Prize of Bill and Report.
May 16, 1955	House	Report No. 1016	Prize of Bill and Report.
May 17, 1955	House	Report No. 1017	Prize of Bill and Report.
May 18, 1955	House	Report No. 1018	Prize of Bill and Report.
May 19, 1955	House	Report No. 1019	Prize of Bill and Report.
May 20, 1955	House	Report No. 1020	Prize of Bill and Report.

DIGEST OF PUBLIC LAW 604

DEPARTMENT OF COMMERCE AND RELATED AGENCIES APPROPRIATION ACT,
1957.

Includes funds for the Census Bureau, Bureau of Public Roads
(including forest highways), Bureau of Standards, Weather Bureau,
Advisory Committee on Weather Control, St. Lawrence Seaway
Development Corporation, Small Business Administration, and
Tariff Commission.

Digest of CONGRESSIONAL PROCEEDINGS

OF INTEREST TO THE DEPARTMENT OF AGRICULTURE

OFFICE OF BUDGET AND FINANCE
(For Department Staff Only)

Issued . April 30, 1956
For actions of April 27, 1956
84th-2nd. No. 69

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HIGHLIGHTS: House passed road bill. House committee reported Commerce Department appropriation bill. House subcommittee ordered reported Federal intermediate credit bank bill. Reps. Cooley and Poage introduced farm bills.

HOUSE

1. **ROADS.** Passed, 388 to 19, with amendments H. R. 10660, the road bill (pp. 6432-76, 6477-8). Agreed to amendments to maintain the status quo of certain contracts between the States and the utilities located within the States (p. 6439); provide for the submission of reports on highway construction by the Secretary of Commerce to the whole Congress, rather than the Public Works Committee (pp. 6465-6); incorporate a statement of desirability of insuring small business participation in contracts relating to the bill (pp 6465-6); and rejected amendments to provide State authority in the determination of prevailing wage rates (pp. 6439-60); delete provisions making Federal funds available for reimbursement to States for relocating utility facilities (pp. 6464-5); place a maximum ceiling of 50% of total cost of relocating utilities that may be charged to Federal funds (pp. 6461-4); and provide \$500,000 for a 3 year highway safety study (pp. 6468-70). (For provisions of interest to this Department, see Digest 66.)
2. **APPROPRIATIONS.** The Appropriations Committee reported without amendment H. R. 10899, the Commerce Department appropriation bill for 1957 (H. Rept. 2076). p. 6483

3. TEXTILE IMPORTS. Rep. Lanham discussed the effect which the importation of certain textiles and apparel was having on the domestic textile industry, and urged the adoption of a quota provision on textile imports. p. 6479
4. FLOOD CONTROL. Received from the Army Corps of Engineers a report on a partial survey of rivers and harbors in Alaska, for purposes of flood control, hydroelectric power, and other water facilities (H. Doc. 390); to the Public Works Committee. p. 6483
5. FARM LOANS. The Conservation and Credit Subcommittee of the Agriculture Committee ordered reported to the full committee with amendment H. R. 10285, relating to the merging of production credit corporations in Federal intermediate credit banks, the retirement of Government capital in Federal intermediate credit banks, and to provide for the supervision of production credit associations. p. D407
6. LEGISLATIVE PROGRAM. Rep. McCormack announced the following program for this week (April 30 through May 4): Mon., the NATO conference resolution; Tues., the Private Calendar and the rural libraries bill; Wed., Thurs., Fri., and Sat., the Commerce Department appropriation bill for 1957 and the D. C. transportation system bill. The Majority Leader did not announce any scheduled consideration of farm legislation. p. 6474
7. ADJOURNED until Mon., Apr. 30. p. 6479

SENATE

8. FOREIGN AFFAIRS. Sen. Morse inserted correspondence and a pamphlet received from James P. Warburg, a N. Y. financier, on the subject of American foreign policy, which includes comments on the accomplishments of FAO, a discussion of the problems of food surpluses, trade barriers, price supports, food consumption, farm prices and farm income, and criticism of our present farm policies (p. 6334, 4-26-56).

ITEMS IN APPENDIX

9. FAMILY FARM. Extension of remarks of Rep. Patman asking "what are the reasons for big farms getting bigger and small farms getting smaller?" and inserting Prof. Gaffney's, N. C. State College, article summing up the recent transformations in farm holdings and pointing out the portentous impact of these transformations. p. A3431
10. FARM PROGRAM. Rep. Hard inserted a newspaper article, "An Exemplary Display of Honesty and Courage," commending the President's veto of the farm bill. p. A3433.
Rep. Harden inserted an article criticizing the farm bill as it passed the House. p. A3433
Rep. McVey inserted excerpts from several newspapers showing their reactions to the President's veto of the farm bill. p. A3448
11. DAIRY INDUSTRY. Rep. Smith, Wis., inserted a newspaper article which points out that the Pure Milk Products Cooperative, of Fond DuLac, Wis., was "greatly pleased" with the recent increase in price supports for the dairy farmer. p. A3438
Extension of remarks of Rep. Bow stating that "members of the Ohio delegation are gratified by the prompt action of the Department of Agriculture in accepting our suggestion for an immediate increase in the farmer's class I milk price". p. A3448

DEPARTMENT OF COMMERCE AND RELATED AGENCIES
APPROPRIATION BILL, FISCAL YEAR 1957

APRIL 27, 1956.—Committed to the Committee of the Whole House on the State
of the Union and ordered to be printed

Mr. PRESTON, from the Committee on Appropriations, submitted the
following

R E P O R T

[To accompany H. R. 10899)

The Committee on Appropriations submits the following report in
explanation of the accompanying bill making appropriations for the
Department of Commerce and Related Agencies for the fiscal year
1957.

APPROPRIATIONS AND ESTIMATES

The bill provides appropriations for the Department of Commerce,
the Panama Canal, the Advisory Committee on Weather Control, the
St. Lawrence Seaway Corporation, the Small Business Administra-
tion, and the Tariff Commission.

The budget estimates forming the primary bases of consideration
by the Committee will be found in the budget for 1957 on the following
pages:

<i>Agency</i>	<i>Pages of the budget document</i>
Department of Commerce.....	442-502, inclusive
Advisory Committee on Weather Control.....	114
St. Lawrence Seaway Corporation.....	217-219
Tariff Commission.....	171-172
The Panama Canal.....	636-645; 631-633
Small Business Administration.....	167-168; 220-223

The Committee also considered estimates contained in House
Document No. 365, dated, March 22, 1956, and House Document
No. 379, dated April 11, 1956.

The following table summarizes the amounts recommended in the bill in comparison with the corresponding budget estimates and 1956 appropriations:

Department or agency	Appropriation, 1956	Estimates, 1957	Recommended, 1957	Bill compared with—	
				1956 appropriation	1957 estimates
Title I—Department of Commerce.....	\$1,413,364,500	\$1,453,568,000	\$1,313,153,000	—\$100,211,500	—\$140,415,000
Title II—The Panama Canal.....	16,748,000	15,660,000	15,410,000	—1,338,000	—250,000
Title III—Independent agencies.....	48,886,000	53,445,000	53,440,000	+4,554,000	—5,000
Total.....	1,478,998,500	1,522,673,000	1,382,003,000	—96,995,500	—140,670,000

A tabulation is presented at the end of this report setting forth the figures for each agency and each appropriation.

TITLE I—DEPARTMENT OF COMMERCE

The budget estimates for the Department of Commerce for the fiscal year 1957, including funds for the Civil Aeronautics Board, total \$1,453,568,000. Comparable appropriations for the fiscal year 1956 amounted to \$1,413,364,500. Amounts recommended in the accompanying bill are \$1,313,153,000, a reduction of \$100,211,500 below the 1956 appropriations and a reduction of \$140,415,000 in the 1957 budget estimates. The major portion of the decreases are in two agencies, the Bureau of Public Roads and the Maritime Administration.

GENERAL ADMINISTRATION

The Committee recommends \$2,425,000 for the coming fiscal year, an increase of \$112,500 over the appropriation for 1956 and a reduction of \$75,000 in the budget estimate. The increase over 1956 will enable the Secretary to expand his staff services and administrative operations. It also includes funds to be transferred to the Library of Congress for bibliographic services required in connection with the program for international exchange of information.

BUREAU OF THE CENSUS

Salaries and expenses.—The sum of \$7,413,000 is recommended for 1957, an increase of \$10,000 over the 1956 appropriation and a reduction of \$207,000 in the budget estimate. In view of the inclusion of \$121,000 for nonrecurring projects in the 1956 appropriation, the actual increase over 1956 operations is \$131,000. This increase will permit expansion in the various activities concerned with business statistics, foreign trade statistics, government statistics, and statistical abstracts and special reports.

It has come to the Committee's attention that recent changes made in the handling of foreign trade statistics have resulted in the consolidation of the classification for certain commodities. This change appears to have reduced the value of this information to the business concerns of the country, particularly in connection with tobacco products and electronics equipment. While the Committee is in

accord with efforts to reduce expenditures wherever possible, it feels that reductions which greatly reduce the value of information furnished can not be considered to be in the interest of economy. Accordingly, the Committee feels that this change should be re-examined and consideration should be given to reinstating the former level of statistical service with a portion of the increase provided in this appropriation.

Census of governments.—The Committee recommends \$1,750,000 to initiate a census of governments for 1957. This type of census, which was last conducted in 1942, is scheduled by law to be conducted in 1957 and every fifth year thereafter.

National housing inventory.—The sum of \$1,000,000 is recommended to conduct a national housing inventory to provide information concerning the nation's housing supply and its characteristics. The full estimate of \$1,800,000 is not recommended in view of the large number of public and private agencies also gathering information in this field. The last census of housing was made in 1950.

1958 censuses of business, transportation, manufactures, and mineral industries.—The budget estimate of \$150,000 is recommended for expenses necessary to prepare for the 1958 censuses of business, transportation, manufactures, and mineral industries, as authorized by law. The last census of this type was made for the calendar year 1954.

Censuses of business, manufactures, and mineral industries.—The Committee recommends the budget language authorizing the transfer of \$900,000 from the "census of agriculture" to complete the tabulation of final reports and liquidation of activities under this census. The Committee has been assured by Census Bureau officials that these funds will not be required to complete the census of agriculture.

CIVIL AERONAUTICS ADMINISTRATION

Operation and regulation.—The Committee recommends a total of \$125,000,000 for the fiscal year 1957, an increase of \$12,360,000 over funds available for 1956 and a reduction of \$3,500,000 in the budget estimate. The major portion of the increase is required to permit commissioning of new facilities now under construction which will come into operation during 1957. The balance of the increase is to permit full year operation during 1957 of facilities established during 1956, and to meet the constantly increasing traffic demands being made on CAA operations.

The Committee is concerned about the continuous increase in appropriations for this purpose. At the same time it realizes that the growth of the aviation industry, the increase in numbers and size of aircraft, and the increased speed, range and other flying capabilities of aircraft, necessitate constantly expanded airways facilities and safety measures to assure the greatest possible protection to the public. While publicity of overcrowding of the airways and so-called "near misses" in the air may be somewhat exaggerated, there can be no doubt that the use of larger and faster aircraft, the constant increase in the number of aircraft in the air, and the advent of jet propelled aircraft, make it imperative that this agency be given sufficient funds to assure that aircraft are properly certificated, inspected and operated, that pilots are properly licensed and qualified, and that airways facilities are operated at a high level of efficiency.

The Committee feels that CAA should undertake some research with respect to jet type aircraft so that information can be developed as to the effect of such aircraft on traffic patterns and airport facilities. The handling of such aircraft at loading ramps and possible damage due to exhaust characteristics should be given careful study.

Establishment of air navigation facilities.—The bill includes \$37,500,-000 for this program for the coming fiscal year, a reduction of \$2,500,-000 in the estimates and an increase of \$21,500,000 over appropriations for 1956. The funds recommended will provide for further expansion of the Federal airways system, including additional VHF omni-ranges, radar installations, lighting and approach systems, airport towers, traffic control centers, communications stations, and related facilities. Nearly 50 percent of the funds provided will be used to establish 16 new radar centers and to improve and equip existing radar facilities throughout the country. Aviation experts seem to agree that radar is an essential element in the long range system needed to meet traffic control problems confronting the industry.

Grants-in-aid for airports (liquidation of contract authorization).—The budget estimate of \$30,000,000 for liquidation of obligations incurred during fiscal year 1956 under the Federal Airport Act is recommended by the Committee. Public Law 211, enacted last year, amended the Federal Airport Act to provide contract authorizations of \$42.5 million for 1956 and \$63 million for each of the next three fiscal years. Since expenditures generally lag 14 months from the time obligations are incurred, it is estimated that the 1956 program of \$42.5 million will require payments of only \$30 million in 1957.

Maintenance and operation, Washington National Airport.—The Committee recommends the budget estimate of \$1,500,000 for the coming fiscal year, an increase of \$112,000 over the fiscal year 1956. Approximately half of the increase is needed to provide utilities and other services for the newly constructed facilities authorized last fall to meet increased traffic demands. The balance of the increase is necessary to meet increased repair costs necessary to maintain the airport at an efficient level of operation.

The Committee urges the CAA to take action to discontinue the existing charge for admission to observation balcony at the terminal building.

For a number of years, the Committee has been concerned about the necessity for the Military Air Transport Service to occupy a considerable portion of the airport. With the constantly increasing demands being placed upon this airport by civilian traffic, the Committee is at a complete loss to understand how responsible officials of the Executive Branch can continue to allow this situation to exist. The Committee feels that the Secretary of Commerce should insist that the Military Air Transport Service be located at some other field convenient to Washington.

Maintenance and operation of public airports, Territory of Alaska.—The budget estimate of \$618,000 is recommended for maintenance and operation of the Anchorage and Fairbanks Airports during the coming fiscal year. This amount will permit continued operation of these airports at their present level of expenditure.

Air navigation development.—The Committee recommends \$1,500,-000 for 1957, an increase of \$450,000 over 1956, and a reduction of \$500,000 in the budget estimate. This amount will permit this organization to increase its research, experimentation, and development of new air navigation and air traffic control equipment.

CIVIL AERONAUTICS BOARD

Salaries and expenses.—An appropriation of \$4,550,000 is recommended for the coming year for this purpose, an increase of \$160,000 over 1956 and a decrease of \$150,000 in the budget estimate. The increase for 1957 is recommended to allow the Board to meet its increased workload in the areas of accident investigation, accounting regulations, carrier audits, and economic compliance. The amount recommended includes \$15,000 to permit the printing of four volumes of Board decisions covering the period July 1952 through October 1954. In view of the importance of these decisions to the Board and outside individuals concerned with Board decisions, the Committee feels that steps should be taken to bring this work current as rapidly as possible.

Payments to air carriers.—The sum of \$15,000,000 is recommended for the coming fiscal year, a reduction of \$37,500,000 below the 1956 appropriation, and a reduction of \$5,000,000 in the budget estimate. In addition to the amount recommended, a balance of over \$14 million will be available in 1957 from 1956 appropriations.

The Committee is pleased to note that the Board is making efforts to curtail subsidy payments. It feels that continued efforts along this line are needed, and specifically recommends that further comprehensive studies be made during the coming year with respect to subsidy requirements, fares, and rates.

In carrying out the program for the next fiscal year, the Committee feels that the needs of the local service type of carriers must be given priority of recognition.

COAST AND GEODETIC SURVEY

Salaries and expenses.—The Committee recommends the sum of \$10,800,000 for the coming fiscal year, an increase of \$76,000 above 1956 appropriations, and a reduction of \$220,000 in the budget estimate. Of the increase, \$25,000 is required to cover the retirement pay of four additional officers who will leave active duty in 1957. The balance of the increase is provided to strengthen research and to expand surveys with respect to geodetic control and marine and air navigation charts. Of the amount recommended, the sum of \$20,000 is provided for additional research on earthquake detection devices.

Construction of surveying ship.—The sum of \$3,400,000 is provided for designing, constructing, equipping, and outfitting a modern surveying ship needed to replace the ship *Surveyor*, a 38-year-old vessel which was damaged beyond economical repair during the summer of 1955. This is one of two new surveying ships authorized by the Act of August 5, 1955 (Public Law 251, 84th Congress).

BUSINESS AND DEFENSE SERVICES ADMINISTRATION

Salaries and expenses.—An appropriation of \$7,200,000 is proposed for the coming fiscal year, an increase of \$600,000 over 1956 funds and a decrease of \$300,000 in the budget estimate. Of the increase, \$250,000 is provided for an expanded area economic development program to provide advice and assistance to State and local communities in economic development and to assist industry regarding the Federal industrial dispersion program. The balance of the increase covers the program for the development of construction statistics.

BUREAU OF FOREIGN COMMERCE

Salaries and expenses.—The Committee recommends \$2,400,000 for the coming year, an increase of \$269,500 over 1956 and a reduction of \$50,000 in the budget estimate. This increase will cover a new travel promotion program, the conduct of trade missions abroad, and the exchange of personnel between the State Department and the Department of Commerce on a rotation basis.

OFFICE OF BUSINESS ECONOMICS

Salaries and expenses.—The bill includes \$1,000,000 for the coming fiscal year, an increase of \$40,000 over the fiscal year 1956, and a decrease of \$200,000 in the budget estimate. The increase will permit this agency to develop better information on manufacturers' inventories and orders, expenditures for new plant and equipment, and expenditures for goods and services.

MARITIME ACTIVITIES

Ship construction.—The bill includes the total of \$54,800,000 for the ship construction program of the Maritime Administration for the fiscal year 1957. This is \$31,650,000 below the 1956 appropriation and is \$96,800,000 less than the budget estimate. The amount recommended covers the following major projects:

Title V Construction-----	\$42, 300, 000
Acquisition of Replaced Ships-----	7, 500, 000
Research and Development-----	4, 000, 000
Administrative and Warehouse Expenses-----	1, 000, 000
Total-----	54, 800, 000

The amount approved for Title V Construction includes \$2,300,000 to convert two mariners for the American President Lines and \$40,000,000 for the merchant fleet ship replacement program. The amount recommended for acquisition of replaced ships will permit the trade-in of seven or eight of the vessels replaced under the ship replacement program. The funds approved for research and development provide \$3,000,000 for the conversion of a Liberty Ship, and \$1,000,000 for various research projects, including cargo handling, seakeeping, model basin work, ship design, reactor research, and activities of the Ship Structure Committee.

The three proto-type ships proposed for construction under Title VII of the Merchant Marine Act, for which the sum of \$37,900,000 was requested, are not included in the amount recommended under this appropriation. The Chairman and two ranking Members of the Merchant Marine and Fisheries Committee of the House appeared before this Committee on this portion of the program. They questioned the legal authority of the Maritime Administration to construct these vessels. In view of the position of the Legislative Committee on this matter, funds for this purpose have been withheld pending further advice and consultation with the Merchant Marine and Fisheries Committee.

Operating differential subsidies.—For the payment of obligations under this program, the Committee recommends the full budget estimate of \$124,000,000 for the next fiscal year. In view of the need to

put the payment of these subsidy accruals on a current basis as rapidly as possible, the Committee feels that the full amount requested is justified.

Salaries and expenses.—The sum of \$15,187,000 is recommended for 1957, an increase of \$311,500 over the 1956 appropriations, and a decrease of \$313,000 in the budget estimate. The amount proposed includes \$6,482,000 for administrative expenses, \$1,455,000 for maintenance of shipyard and reserve training facilities and operation of warehouses, and \$7,250,000 for reserve fleet expenses. The increase for administration will enable the Maritime Administration to give closer attention to its regulatory responsibilities, the administration of the operating differential subsidies, and the conduct of activities concerned with ship design and construction. The increase of over \$200,000 for shipyard facilities and warehouses will permit the Administration to replace worn out facilities and perform adequate maintenance at its reserve shipyards and warehouses.

Maritime training.—The budget estimate of \$2,200,000 is recommended for 1957, an increase of \$15,000 over the 1956 level of operation. The amount recommended includes \$33,900 for repair and maintenance projects. In the opinion of the Committee, this amount should be set aside to be used specifically for this purpose. Under no circumstances, should it be diverted to other uses.

State Marine Schools.—The Committee has approved the sum of \$660,000 for the continuation of the State marine schools at the existing operating level during the fiscal year 1957. Continued operation of these facilities appears to be fully justified, in view of their importance to the maritime industry and the national defense of the country.

Repair of Reserve Fleet vessels (liquidation of contract authorization).—Budget language contained in House Document 365, submitted to Congress on March 22, 1956, is included in the accompanying bill. It is expected that the repair work authorized in 1956 will be completed by next June 30. The language recommended will permit the Agency to use the unobligated balance of 1956 funds during the coming year to complete audits of contractors' costs and to perform preservation work on certain ships returned to fleet sites. The Committee has changed the limitation contained therein from \$156,000 to \$150,000.

War Shipping Administration liquidation.—The bill includes budget language submitted in House Document 365, which will make the appropriation available for expenditure during the coming fiscal year without limitation. Because of the difficulty of estimating the amount of judgments to be paid from these funds each year, and since interest continues to accrue on judgments until paid, it appears advisable to remove the limitation and expedite the liquidation of the remaining claims as rapidly as possible.

PATENT OFFICE

Salaries and expenses.—The full budget estimate of \$17,000,000 is recommended for the fiscal year 1957, an increase of \$2,500,000 over funds available for 1956.

It will be recalled that the Committee increased the budget estimate by \$2,000,000 last year to enable the Patent Office to commence a long-range program of eliminating the four-year backlog of patent

applications existing at that Office. Testimony from Patent Office officials indicates that additional patent examiners are being recruited and trained, and progress is being made along this line. The Committee feels that this progress must be continued and, therefore, strongly recommends the full budget estimate of \$17,000,000 for 1957.

BUREAU OF PUBLIC ROADS

Federal-aid highways.—The bill includes \$775,000,000 for the Federal-Aid Highway program for the coming fiscal year, an increase of \$35,000,000 over funds provided for 1956 and a decrease of \$25,000,000 in the budget estimate. This amount will liquidate all obligations authorized for the fiscal year 1955 and will cover the major portion of commitments authorized for the fiscal year 1956.

Forest highways.—The sum of \$23,000,000 is included for the coming year, a decrease of \$1,750,000 below funds provided for the 1956 fiscal year. This amount will cover funds authorized for the fiscal year 1956, and approximately one-third of the amounts authorized for the fiscal year 1957.

Public lands highways (liquidation of contract authorization).—The budget estimate of \$1,000,000 is recommended for 1957, a decrease of \$1,000,000 below the 1956 fiscal year. The amount recommended will fully cover commitments authorized for 1956 and will liquidate about half of the amount authorized for the fiscal year 1957.

NATIONAL BUREAU OF STANDARDS

Expenses.—The Committee proposes an appropriation of \$8,750,000 for the coming fiscal year, an increase of \$1,336,500 over 1956 and a reduction of \$250,000 in the budget estimate. The amount recommended provides substantial increases for the Bureau in the following fields: physics, electronics and mathematics; chemistry and metallurgy; mechanics and structures; and radio sciences and cryogenic engineering.

The Committee recommends this increase for two reasons. First, the importance of this Bureau to the rapidly advancing scientific developments in this country is increasing year by year. Second, in order to promote a stable and effective program, it is important that the Bureau finance a larger portion of its work from direct appropriation, rather than from transfers from other agencies. Even with the amount recommended for next year, over 60 percent of all work at the Bureau will be financed from transferred funds.

In view of the significance of the transferred fund program at the Bureau, and in order that the Committee may be currently advised of all programs undertaken by this agency, it is requested that all major programs undertaken from transferred funds in the future be brought to the attention of the Committee in advance.

Of the increase recommended by the Committee, the sum of \$75,000 is provided for increased work on the measurement of tolerances as they relate to precision parts such as bearings used in guided missiles and other devices.

Plant and equipment.—The Committee recommends \$450,000 for the coming fiscal year, a decrease of \$545,000 below the amount provided for 1956 and a decrease of \$50,000 in the budget estimate. The funds provided include approximately \$190,000 to commence work on a pilot electronic data processing device and \$80,000 for construction

of laboratory buildings in Honolulu and Alaska. The balance of the amount covers the regular continuing program for maintenance and improvement of Bureau of Standards facilities.

Construction of facilities.—The Committee has not approved the budget estimate of \$2,750,000 for the acquisition of necessary land and design of facilities to be constructed for the National Bureau of Standards. In the opinion of the Committee, the advance planning has not proceeded to the point where firm appropriation estimates can be developed. Also the selection of the new site is still indefinite and plans for disposal of existing property are not fully complete.

WEATHER BUREAU

Salaries and expenses.—The total of \$35,400,000 is included in the bill for the coming fiscal year, an increase of \$1,250,000 over 1956. The amount proposed will permit the strengthening of the general weather services of the Bureau and includes \$10,000 for a frost warning service in the Yuba-Sutter County area of California. In addition it will permit an increase of over \$1,000,000 on hurricane, tornado, and related research.

Despite the large increases granted this Bureau in the 1956 appropriations, the Committee feels that further increases for 1957 are warranted, particularly for research, in view of the serious storm conditions which have prevailed throughout most of the country in recent years. It recognizes that it is possible for relatively small expenditures in this field to result in large savings in life and property.

Establishment of meteorological facilities.—The budget estimate of \$2,500,000 is recommended for 1957. This will provide a total of \$10,000,000 for the major establishment program of this Bureau during the fiscal years 1956 and 1957. The amount recommended for 1957 includes \$670,000 for the construction of housing for Weather Bureau personnel in Alaska, \$988,000 for 13 additional surveillance radar installations for detecting and tracking major storms, \$734,000 for installation of 50 sets of automatic electronic equipment at the major airports to aid in landing of aircraft under adverse weather conditions, and \$108,000 for engineering and technical support for these projects.

TITLE II—THE PANAMA CANAL

CANAL ZONE GOVERNMENT

Operating expenses.—The sum of \$15,410,000 is recommended for 1957, an increase of \$462,000 over funds available for 1956 and a decrease of \$250,000 in the budget estimate. The sum recommended includes an additional \$337,500 to cover the consolidation of all fire-fighting facilities in the Canal Zone, including military reservations. It also includes an increase of \$124,500 for the schools, libraries and hospitals in the Canal Zone.

It was testified before the Committee that the proposal to consolidate the firefighting facilities in the Canal Zone would result in a net saving to the Federal Government of approximately \$600,000 per year. The increase in the appropriation for the Canal Zone Government is necessary since the personnel costs formerly carried by the Military Establishment will now be carried under this appropriation. The

ultimate saving to the Government will be reflected in increased revenues deposited to the miscellaneous receipts of the Treasury, based on reimbursements from the Defense Department.

Capital outlay.—The bill includes language authorizing the use of funds heretofore appropriated under this head for the replacement of eight passenger motor vehicles. New appropriations for capital expenditures are not requested for the coming fiscal year in view of the expected carryover into 1957 of funds previously appropriated for construction of a highway which have not been used.

PANAMA CANAL COMPANY

The Committee recommends \$3,562,100 for administrative expenses of the Company during 1957. This is a reduction of \$226,900 below funds authorized for 1956 and is \$116,900 below the budget request.

The budget language for 1957 proposed the purchase of 31 passenger motor vehicles, 18 for replacement purposes, and 13 to be used for transportation of employees by motor vehicle in lieu of rail transportation. The Committee has approved funds for the replacement of 18 passenger vehicles, but has eliminated the authority and funds for the additional 13 vehicles—8 sedan coaches and 5 buses. It feels that no change in means of transportation should be made until the question of abandonment of the railroad has been finally settled.

TITLE III—INDEPENDENT AGENCIES

ADVISORY COMMITTEE ON WEATHER CONTROL

Salaries and expenses.—The bill includes language making the unobligated balance of the 1956 appropriation available through July 30, 1956. The Act establishing the Advisory Committee provides that it shall make a final report on June 30, 1956, and shall cease to exist 30 days after the submission of such report. The proposed language will permit the Committee to complete its records, grant necessary terminal leave, and perform other administrative functions necessary to bring the Committee's work to a close.

ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION

The Committee recommends an administrative expense authorization of \$315,000 for 1957, an increase of \$35,000 over 1956, and a decrease of \$10,000 in the budget estimate. The increase will permit the Corporation to employ several additional persons and will cover the cost of moving personnel and equipment from the Washington office to Massena, New York, adjacent to the principal construction projects of the Corporation.

SMALL BUSINESS ADMINISTRATION

Salaries and expenses.—The sum of \$7,000,000 is recommended for salaries and expenses of the administration for 1957, an increase of \$1,328,000 over comparable funds for 1956. The amount for 1957 is composed of a direct appropriation of \$1,890,000, a transfer of \$4,610,000 from the loan revolving fund, and a transfer of \$500,000 from the fund for liquidation of Reconstruction Finance Corporation disaster loans. The total increase will provide an additional \$702,000 for the handling of business loans, \$464,000 additional for increased

disaster loan activities, and \$162,000 for increased procurement and technical assistance.

The Committee was impressed with the testimony presented by officials of this agency this year. It feels that they have done a good job in meeting loan needs during the past year, particularly in disaster areas. Accordingly, it is recommending the full budget estimates for the coming fiscal year.

Testimony received by the Committee indicates the necessity for SBA offices in the Territories, including Puerto Rico. The Administrator is urged to establish such offices within the funds approved if possible.

Revolving fund.—The budget estimate of \$50,000,000 is proposed for 1957 for the revolving fund of the Administration. This is compared with \$45,000,000 appropriated for the current fiscal year, \$25,000,000 of which was included in the first Supplemental Appropriation Act, 1956, and \$20,000,000 of which is now pending in the Second Supplemental Act, 1956.

Total appropriations of \$275,000,000 are authorized by Public Law 402, 84th Congress, 2nd Session, for the lending activities of this organization. As of March 31, 1956, \$105,000,000 had been appropriated. The amount recommended in the accompanying bill, together with the \$20,000,000 contained in the Second Supplemental, will provide a total of \$175,000,000 for this purpose.

As of March 31, 1956, approximately \$60,000,000 in loans were outstanding, \$32.2 million in business loans and \$27.5 million in disaster loans. Also an additional \$33.4 million of loan applications had been approved and funds committed as of that date, \$21 million for business loans and \$12.4 million for disaster loans. After deducting administrative expenses and miscellaneous costs, an uncommitted balance of \$5.5 million remained as of that date.

TARIFF COMMISSION

Salaries and expenses.—The Committee recommends \$1,550,000 for 1957, an increase of \$67,000 over fiscal year 1956. This amount will provide a net increase of eight positions for the assembling and analyzing of basic economic and technical information required by the various branches of Government in connection with tariff matters

LIMITATIONS AND LEGISLATIVE PROVISIONS

The following limitations and legislative provisions not heretofore carried in connection with any appropriation bill are recommended:

On page 7, line 23, in connection with Salaries and Expenses, Coast and Geodetic Survey:

of which \$446,000 shall be available for retirement pay of commissioned officers:

On page 16, line 5, in connection with the Vessel Operations Revolving Fund, Maritime Administration:

for activation, repair and deactivation of merchant ships chartered under the jurisdiction of the Secretary of Commerce;

On page 21, line 13, in connection with Plant and Equipment, Bureau of Standards:

and, without regard to the cost limitation contained in that Act, the construction of field station buildings at Anchorage, Alaska, and at Maui, Territory of Hawaii;

**COMPARATIVE STATEMENT OF APPROPRIATIONS FOR 1956 AND ESTIMATES AND AMOUNTS RECOMMENDED
IN BILL FOR 1957**

TITLE I—DEPARTMENT OF COMMERCE

Agency and item	Appropriations, 1956 ¹	Estimates, 1957	Recommended in bill for 1957	Bill compared with	
				1956 appropriations	1957 estimates
GENERAL ADMINISTRATION					
Salaries and expenses-----	\$2, 312, 500	\$2, 500, 000	\$2, 425, 000	+\$112, 500	—\$75, 000
CENSUS BUREAU					
Salaries and expenses-----	7, 403, 000	7, 620, 000	7, 413, 000	+ 10, 000	—207, 000
Census of governments-----	-----	2, 100, 000	1, 750, 000	+1, 750, 000	—350, 000
National housing inventory-----	-----	1, 800, 000	1, 000, 000	+1, 000, 000	—800, 000
1958 censuses of business, transportation, manufactures, and mineral industries-----	-----	150, 000	150, 000	+150, 000	-----
Census of business, manufactures, and mineral industries-----	4, 304, 000	(²)	(²)	—4, 304, 000	-----
Census of agriculture-----	5, 425, 000	-----	-----	—5, 425, 000	-----
Total, Census Bureau-----	17, 132, 000	11, 670, 000	10, 313, 000	—6, 819, 000	—1, 357, 000
CIVIL AERONAUTICS ADMINISTRATION					
Operation and regulation-----	112, 640, 000	128, 500, 000	125, 000, 000	+12, 360, 000	—3, 500, 000
Air navigation facilities, establishment of--	16, 000, 000	40, 000, 000	37, 500, 000	+21, 500, 000	—2, 500, 000
Air navigation facilities, establishment of (liquidation of contract authorization)-----	7, 000, 000	-----	-----	—7, 000, 000	-----

Grants-in-aid for airports-----	20, 000, 000				-20, 000, 000	
Grants-in-aid for airports (liquidation of contract authorization)-----			30, 000, 000		+30, 000, 000	
Federal-aid airport program (liquidation of contract authorization)-----	7, 500, 000				-7, 500, 000	
Washington National Airport:						
Maintenance and operation-----	1, 388, 000		1, 500, 000		+112, 000	
Construction-----	3, 125, 000				-3, 125, 000	
Alaska airports, maintenance and operation-----	617, 500		618, 000		+500	
Air navigation development-----	1, 050, 000		2, 000, 000		+450, 000	-500, 000
Total, Civil Aeronautics Administration-----	169, 320, 500		202, 618, 000		+26, 797, 500	-6, 500, 000
CIVIL AERONAUTICS BOARD						
Salaries and expenses-----	4, 390, 000		4, 700, 000		+160, 000	-150, 000
Payments to air carriers-----	52, 500, 000		20, 000, 000		-37, 500, 000	-5, 000, 000
Total, Civil Aeronautics Board-----	56, 890, 000		24, 700, 000		-37, 340, 000	-5, 150, 000
COAST AND GEODETIC SURVEY						
Salaries and expenses-----	10, 724, 000		11, 020, 000		+76, 000	-220, 000
Construction of surveying ship-----			3, 700, 000		+3, 400, 000	-300, 000
Total, Coast and Geodetic Survey-----	10, 724, 000		14, 720, 000		+3, 476, 000	-520, 000

¹ Includes funds contained in the "Second Supplemental Appropriation Act, 1956."

² Transfer of not to exceed \$900,000 from "Census of Agriculture for 1956."

Comparative statement of appropriations for 1956 and estimates and amounts recommended in bill for 1957—Continued

TITLE I—DEPARTMENT OF COMMERCE—Continued

Agency and item	Appropriations, 1956 ¹	Estimates, 1957	Recommended in bill for 1957	Bill compared with	
				1956 appropriations	1957 estimates
BUSINESS AND DEFENSE SERVICES ADMINISTRATION					
Salaries and expenses-----	\$6, 600, 000	\$7, 500, 000	\$7, 200, 000	+ \$600, 000	— \$300, 000
BUREAU OF FOREIGN COMMERCE					
Salaries and expenses-----	2, 130, 500	2, 450, 000	2, 400, 000	+ 269, 500	— 50, 000
Export control-----	2, 836, 000	-----	-----	— 2, 836, 000	-----
Total, Bureau of Foreign Commerce	4, 966, 500	2, 450, 000	2, 400, 000	— 2, 566, 500	— 50, 000
OFFICE OF BUSINESS ECONOMICS					
Salaries and expenses-----	960, 000	1, 200, 000	1, 000, 000	+ 40, 000	— 200, 000
MARITIME ACTIVITIES					
Ship construction-----	86, 450, 000	3 151, 600, 000	54, 800, 000	— 31, 650, 000	— 96, 800, 000
Operating-differential subsidies-----	140, 000, 000	124, 000, 000	124, 000, 000	— 16, 000, 000	-----
Salaries and expenses-----	14, 875, 500	15, 500, 000	15, 187, 000	+ 311, 500	— 313, 000
Maritime training-----	2, 185, 000	2, 200, 000	2, 200, 000	+ 15, 000	-----
State marine schools-----	660, 000	660, 000	660, 000	-----	-----

Repair of reserve fleet vessels (liquidation of contract authorization)-----	6, 000, 000	4 (156, 000)	(150, 000)	-6, 000, 000	(-6, 000)
Shipyard mobilization planning-----	(5)	1, 000, 000			-1, 000, 000
War Shipping Administration liquidation-----		(6)	(6)		
Total, Maritime activities-----	250, 170, 500	294, 960, 000	196, 847, 000	-53, 323, 500	-98, 113, 000
INLAND WATERWAYS CORPORATION					
Administrative expenses, limitation-----	(14, 000)	(14, 000)		(-14, 000)	(-14, 000)
PATENT OFFICE					
Salaries and expenses-----	14, 500, 000	17, 000, 000	17, 000, 000	+2, 500, 000	
BUREAU OF PUBLIC ROADS					
Federal-aid highways-----	740, 000, 000	800, 000, 000	775, 000, 000	+35, 000, 000	-25, 000, 000
Forest highways-----	24, 750, 000	23, 000, 000	23, 000, 000	-1, 750, 000	
Inter-American Highway-----	62, 980, 000			-62, 980, 000	
Public lands highways (liquidation of contract authorization)-----	2, 000, 000	1, 000, 000	1, 000, 000	-1, 000, 000	
Total, Bureau of Public Roads-----	829, 730, 000	824, 000, 000	799, 000, 000	-30, 730, 000	-25, 000, 000

¹ Includes funds contained in the "Second Supplemental Appropriation Act, 1956."

² Includes reduction of \$13,000,000 contained in H. Doc. No. 365.

³ Contained in H. Doc. No. 365.

⁴ Not to exceed \$5,900,000 of unexpended balance continued available.

⁵ Unexpended balance to be continued available as contained in H. Doc. No. 365.

Comparative statement of appropriations for 1956 and estimates and amounts recommended in bill for 1957—Continued

TITLE I—DEPARTMENT OF COMMERCE—Continued

Agency and item	Appropriations, 1956	Estimates, 1957	Recommended in bill for 1957	Bill compared with	
				1956 appropriations	1957 estimates
NATIONAL BUREAU OF STANDARDS					
Expenses-----	\$7, 413, 500	\$9, 000, 000	\$8, 750, 000	+\$1, 336, 500	—\$250, 000
Plant and equipment-----	995, 000	500, 000	450, 000	—545, 000	—50, 000
Construction of facilities-----	-----	2, 750, 000	-----	-----	—2, 750, 000
Total, National Bureau of Standards-----	8, 408, 500	12, 250, 000	9, 200, 000	+791, 500	—3, 050, 000
WEATHER BUREAU					
Salaries and expenses-----	34, 150, 000	35, 500, 000	35, 400, 000	+1, 250, 000	—100, 000
Establishment of meteorological facilities-----	7, 500, 000	2, 500, 000	2, 500, 000	—5, 000, 000	-----
Total, Weather Bureau-----	41, 650, 000	38, 000, 000	37, 900, 000	—3, 750, 000	—100, 000
Total, title I-----	1, 413, 364, 500	1, 453, 568, 000	1, 313, 153, 000	—100, 211, 500	—140, 415, 000

TITLE II--THE PANAMA CANAL

Canal Zone Government:					
Operating expenses-----	\$14, 948, 000	\$15, 660, 000	\$15, 410, 000	+\$462, 000	—\$250, 000

Capital outlay-----	1, 800, 000	(7)	(7)	-1, 800, 000	-----
Total, Canal Zone Government-----	16, 748, 000	15, 660, 000	15, 410, 000	-1, 338, 000	-250, 000
Panama Canal Company: Administrative expenses, limitation-----	(3, 789, 000)	(3, 679, 000)	(3, 562, 100)	(-226, 900)	(-116, 900)
Total, title II-----	16, 748, 000	15, 660, 000	15, 410, 000	-1, 338, 000	-250, 000

TITLE III--INDEPENDENT AGENCIES

Advisory Committee on Weather Control-----	\$275, 000	(8)	(8)	-\$275, 000	-----
St. Lawrence Seaway Development Corporation: Administrative expenses, limitation-----	(280, 000)	(325, 000)	(315, 000)	(+35, 000)	(-\$10, 000)
Small Business Administration:					
Salaries and expenses-----	2, 128, 000	⁹ 1, 890, 000	1, 890, 000	-238, 000	-----
Revolving fund-----	45, 000, 000	⁹ 50, 000, 000	50, 000, 000	+5, 000, 000	-----
Total, Small Business Administration-----	47, 128, 000	51, 890, 000	51, 890, 000	+4, 762, 000	-----
Tariff Commission-----	1, 483, 000	1, 555, 000	1, 550, 000	+67, 000	-5, 000
Total, title III-----	48, 886, 000	53, 445, 000	53, 440, 000	+4, 554, 000	-5, 000
Grand total, titles I, II, and III-----	1, 478, 998, 500	1, 522, 673, 000	1, 382, 003, 000	-96, 995, 500	-140, 670, 000

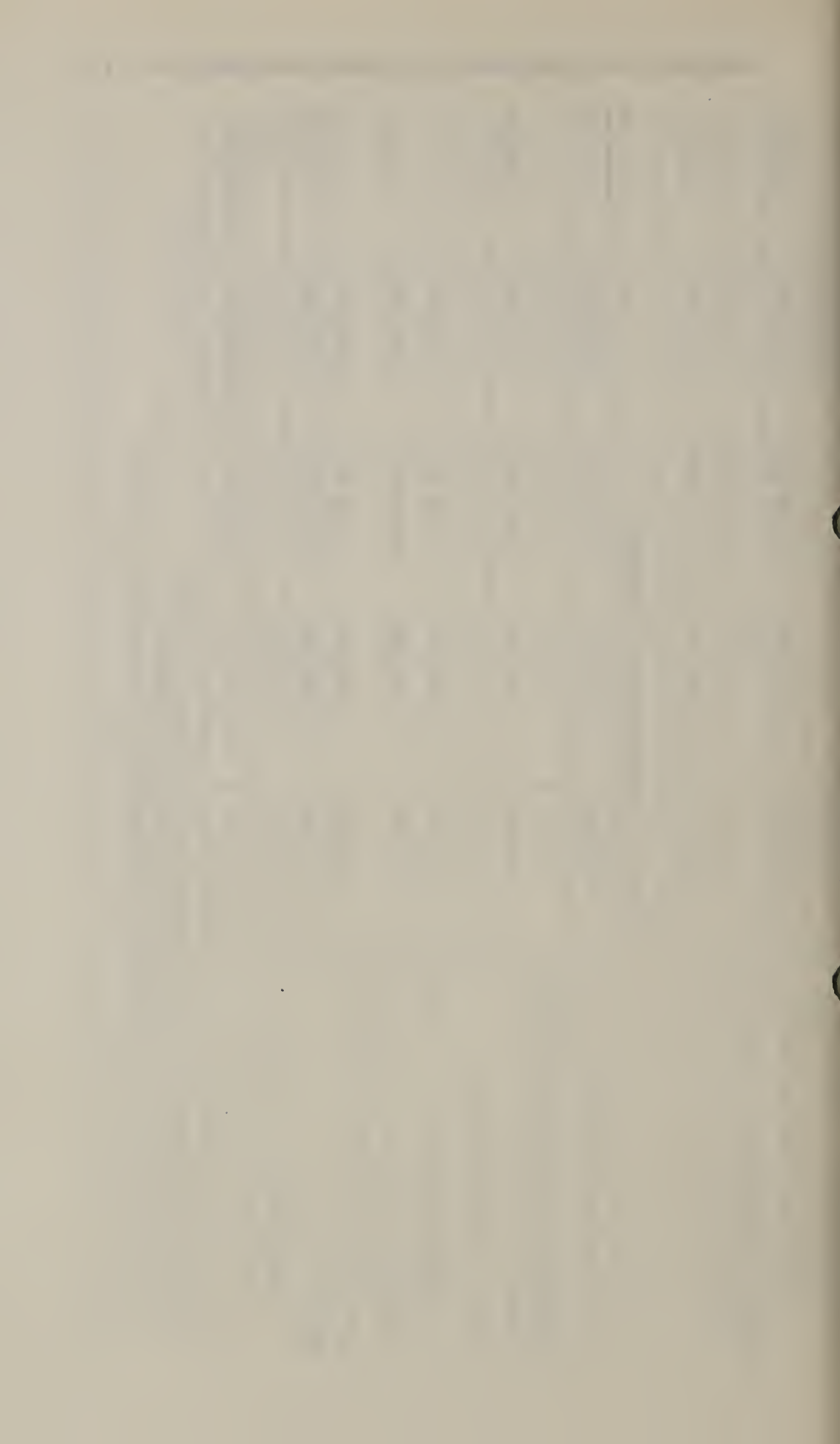
¹ Includes funds contained in the "Second Supplemental Appropriation Act, 1956."

⁷ Language authorizing use of funds for purchase of passenger motor vehicles.

⁸ Unobligated balance to be continued available through July 30, 1956.

⁹ As amended by H. Doc. No. 379.

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Union Calendar No. 755

84TH CONGRESS
2D SESSION

H. R. 10899

[Report No. 2076]

IN THE HOUSE OF REPRESENTATIVES

APRIL 27, 1956

Mr. PRESTON, from the Committee on Appropriations, reported the following bill; which was committed to the Committee of the Whole House on the State of the Union and ordered to be printed

A BILL

Making appropriations for the Department of Commerce and related agencies for the fiscal year ending June 30, 1957, and for other purposes.

- 1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United State of America in Congress assembled,*
3 That the following sums are appropriated, out of any money
4 in the Treasury not otherwise appropriated, for the Depart-
5 ment of Commerce and related agencies for the fiscal year
6 ending June 30, 1957, namely:

1 TITLE I—DEPARTMENT OF COMMERCE

2 GENERAL ADMINISTRATION

3 Salaries and expenses: For expenses necessary for the
4 general administration of the Department of Commerce,
5 including teletype news service (not exceeding \$1,000) ;
6 \$2,425,000.

7 BUREAU OF THE CENSUS

8 Salaries and expenses: For expenses necessary for col-
9 lecting, compiling, and publishing current census statistics
10 provided for by law; for general administration, including
11 enumerators at rates to be fixed without regard to the Clas-
12 sification Act of 1949, as amended; and purchase of one
13 passenger motor vehicle for replacement only; \$7,413,000.

14 Census of governments: For expenses necessary for
15 taking, compiling, and publishing the 1957 census of gov-
16 ernments as authorized by law, including personal services
17 by contract or otherwise, at rates to be fixed by the Secretary
18 of Commerce without regard to the Classification Act of
19 1949, as amended; and additional compensation of Federal
20 employees temporarily detailed for field work under this
21 appropriation; \$1,750,000, to remain available until June
22 30, 1959.

23 National housing inventory: For expenses necessary for
24 conducting a survey of housing, including personal services
25 by contract or otherwise at rates to be fixed by the Secretary

1 of Commerce without regard to the Classification Act of
2 1949, as amended; and compensation of Federal employees
3 temporarily detailed for field work under this appropriation;
4 \$1,000,000.

5 1958 censuses of business, transportation, manufactures,
6 and mineral industries: For expenses necessary to prepare
7 for the 1958 censuses of business, transportation, manufac-
8 tures, and mineral industries as authorized by law; \$150,000,
9 to remain available until December 31, 1958.

10 Censuses of business, manufactures, and mineral in-
11 dustries: Not to exceed \$900,000 of the amounts heretofore
12 appropriated under the head "Census of agriculture" may be
13 transferred to the appropriation granted under this head in
14 the Department of Commerce and Related Agencies Appro-
15 priation Act, 1956.

16 CIVIL AERONAUTICS ADMINISTRATION

17 Operation and regulation: For necessary expenses of the
18 Civil Aeronautics Administration in carrying out the pro-
19 visions of the Civil Aeronautics Act of 1938, as amended
20 (49 U. S. C. 401), and other Acts incident to the enforce-
21 ment of safety regulations, maintenance and operation of
22 air-navigation and air-traffic control facilities, and disposal of
23 surplus airports and administering instruments of disposal;
24 planning, research, and administrative expenses for carrying
25 out the provisions of the Federal Airport Act of May 13,

1 1946, as amended, including furnishing advisory services to
2 States and other public and private agencies in connection
3 with the construction or improvement of airports and landing
4 areas; developmental work and service-testing as tends to the
5 creation of improved air-navigation facilities, including land-
6 ing areas, aircraft, aircraft engines, propellers, appliances,
7 personnel, and operation methods, and acquisition of sites for
8 such activities by lease, or grant; purchase of not to exceed
9 ninety passenger motor vehicles for replacement only; hire
10 of aircraft (not exceeding \$370,000) ; operation and main-
11 tenance of not to exceed eighty-five aircraft; fees and mile-
12 age of expert and other witnesses; and purchase and repair
13 of skis and snowshoes; \$125,000,000: *Provided*, That there
14 may be credited to this appropriation, funds received from
15 States, counties, municipalities, and other public authorities
16 for expenses incurred in the maintenance and operation of
17 air-navigation facilities.

18 Establishment of air-navigation facilities: For an addi-
19 tional amount for the acquisition, establishment, and im-
20 provement by contract or purchase and hire of air-naviga-
21 tion facilities, including the initial acquisition of necessary
22 sites by lease or grant; the construction and furnishing of
23 quarters and related accommodations for officers and em-
24 ployees of the Civil Aeronautics Administration and the
25 Weather Bureau stationed at remote localities not on foreign

1 soil where such accommodations are not available; purchase
2 of not to exceed five aircraft for replacement only; the initial
3 flight checking of air-navigation facilities and the transporta-
4 tion by air to and from and within the Territories of the
5 United States of materials and equipment secured under this
6 appropriation; \$37,500,000, to remain available until ex-
7 pended.

8 Grants-in-aid for airports (liquidation of contract au-
9 thorization) : For liquidation of obligations incurred under
10 authority granted in the Act of August 3, 1955 (69 Stat.
11 441), to enter into contracts, \$30,000,000, to remain avail-
12 able until expended.

13 Maintenance and operation, Washington National Air-
14 port: For expenses incident to the care, operation, mainte-
15 nance and protection of the Washington National Airport,
16 including purchase of one passenger motor vehicle for re-
17 placement only; purchase, cleaning, and repair of uniforms;
18 and arms and ammunition; \$1,500,000.

19 Maintenance and operation of public airports, Territory
20 of Alaska: For expenses necessary for the maintenance,
21 improvement, and operation of public airports in the Territory
22 of Alaska, as authorized by law (48 U. S. C. 485 c-h) ;
23 including arms and ammunition; and purchase, repair, and
24 cleaning of uniforms; \$618,000.

25 Air navigation development: For expenses necessary for

1 planning and developing a national system of aids to air
2 navigation and air traffic control common to military and
3 civil air navigation, including research, experimental investi-
4 gations, purchase and development, by contract or otherwise,
5 of new types of air navigation aids (including plans, specifi-
6 cations, and drawings) ; hire of aircraft; acquisition of neces-
7 sary sites by lease or grant; payments in advance under con-
8 tracts for research or development work; and not to exceed
9 \$192,000 for administrative expenses; \$1,500,000.

10 CIVIL AERONAUTICS BOARD

11 Salaries and expenses: For necessary expenses of the
12 Civil Aeronautics Board, including contract stenographic
13 reporting services; employment of temporary guards on a
14 contract or fee basis; salaries and traveling expenses of
15 employees detailed to attend courses of training conducted
16 by the Government or industries serving aviation; purchase
17 (not to exceed two for replacement only) of passenger
18 motor vehicles; and hire, operation, maintenance, and repair
19 of aircraft; \$4,550,000.

20 Payments to air carriers: For payments to air carriers
21 of so much of the compensation fixed and determined by the
22 Civil Aeronautics Board under section 406 of the Civil Aero-
23 nautics Act of 1938, as amended (49 U. S. C. 486), as is
24 payable by the Civil Aeronautics Board pursuant to Re-

1 organization Plan No. 10 of 1953; \$15,000,000, to remain
2 available until expended.

3 COAST AND GEODETIC SURVEY

4 Salaries and expenses: For expenses necessary to carry
5 out the provisions of the Act of August 6, 1947 (33 U. S. C.
6 883a-883i), including purchase of not to exceed three pas-
7 senger motor vehicles for replacement only; uniforms or al-
8 lowances therefor, as authorized by the Act of September 1,
9 1954 (68 Stat. 1114), as amended; lease of sites and the
10 erection of temporary buildings for tide, magnetic or seismo-
11 logical observations; hire of aircraft; operation, maintenance,
12 and repair of an airplane; extra compensation at not to
13 exceed \$15 per month to each member of the crew of a
14 vessel when assigned duties as recorder or instrument ob-
15 server, and at not to exceed \$1 per day for each station to
16 employees of other Federal agencies while making ocean-
17 ographic observations or tending seismographs; pay, allow-
18 ances, gratuities, transportation of dependents and house-
19 hold effects, and payment of funeral expenses, as authorized
20 by law, for not to exceed 185 commissioned officers on the
21 active list; payments under the Uniform Services Con-
22 tingency Option Act of 1953; and pay of commissioned of-
23 ficers retired in accordance with law; \$10,800,000, of which
24 \$446,000 shall be available for retirement pay of commis-
25 sioned officers: *Provided*, That during the current fiscal

1 year, this appropriation shall be reimbursed for press costs
2 and costs of paper for charts published by the Coast and
3 Geodetic Survey and furnished for the official use of the
4 military departments of the Department of Defense.

5 Construction of a surveying ship: For designing, con-
6 structing, equipping, and outfitting one surveying ship, as
7 authorized by the Act of August 5, 1955 (69 Stat. 537),
8 \$3,400,000, to remain available until expended.

9 BUSINESS AND DEFENSE SERVICES ADMINISTRATION

10 Salaries and expenses: For necessary expenses of the
11 Business and Defense Services Administration, including
12 transportation and not to exceed \$15 per diem in lieu of
13 subsistence for persons serving without compensation while
14 away from their homes or regular places of business,
15 \$7,200,000.

16 BUREAU OF FOREIGN COMMERCE

17 Salaries and expenses: For necessary expenses of the
18 Bureau of Foreign Commerce, including the purchase of
19 commercial and trade reports; \$2,400,000.

20 OFFICE OF BUSINESS ECONOMICS

21 Salaries and expenses: For necessary expenses of the
22 Office of Business Economics, \$1,000,000.

23 MARITIME ACTIVITIES

24 Ship construction: For payment of construction-differ-
25 ential subsidy and cost of national-defense features incident

1 to construction of ships for operation in foreign commerce
2 (46 U. S. C. 1152, 1154), and the cost of national-defense
3 features incident to construction of vessels for domestic oper-
4 ation (46 U. S. C. 1159); for payment of construction-
5 differential subsidy and cost of national-defense features inci-
6 dent to the reconstruction and reconditioning of ships under
7 title V of the Merchant Marine Act, 1936, as amended
8 (46 U. S. C. 1154); for reconditioning and betterment of
9 one ship in the national-defense reserve fleet; for acquisition
10 of used ships pursuant to section 510 of the Merchant Marine
11 Act, 1936, as amended (46 U. S. C. 1160), and the pay-
12 ment of cost of national-defense features incorporated in new
13 tankers constructed to replace used tankers; and for research,
14 development, and design expenses incident to new and ad-
15 vanced ship design, machinery, and equipment; \$54,800,000,
16 to remain available until expended: *Provided*, That transfers
17 may be made to the appropriation for the current fiscal year
18 for "Salaries and expenses" for administrative and warehouse
19 expenses (not to exceed \$1,000,000) and for reserve fleet
20 expenses (not to exceed \$500,000), and any such trans-
21 fers shall be without regard to the limitations under that
22 appropriation on the amounts available for such expenses:
23 *Provided further*, That appropriations granted herein shall be
24 available to pay construction-differential subsidy granted by

1 the Federal Maritime Board, pursuant to section 501 (c) of
2 the Merchant Marine Act, 1936, as amended, to aid in the
3 reconstruction of any Mariner-class ships sold under the pro-
4 visions of title VII of the 1936 Act: *Provided further*, That
5 all ship construction, reconditioning, and betterment of vessels
6 appropriated for herein, shall be performed in shipyards in
7 the continental United States: *Provided further*, That no
8 funds contained in this Act may be used to commence con-
9 struction, reconstruction, conversion, reconditioning, or
10 betterment of any vessel until the total Federal funds
11 required to complete such work have been appropriated.

12 Operating-differential subsidies: For the payment of ob-
13 ligations incurred for operating-differential subsidies granted
14 on or after January 1, 1947, as authorized by the Merchant
15 Marine Act, 1936, as amended, and in appropriations here-
16 tofore made to the United States Maritime Commission,
17 \$124,000,000, to remain available until expended: *Pro-*
18 *vided*, That to the extent that the operating-differential
19 subsidy accrual (computed on the basis of parity) is
20 represented on the operator's books by a contingent ac-
21 counts receivable item against the United States as a partial
22 or complete offset to the recapture accrual, the operator (1)
23 shall be excused from making deposits in the special reserve
24 fund, and (2) as to the amount of such earnings the deposit
25 of which is so excused shall be entitled to the same tax

1 treatment as though it had been deposited in said special
2 reserve fund. To the extent that any amount paid to the
3 operator by the United States reduces the balance in the
4 operator's contingent receivable account against the United
5 States, such amount shall forthwith be deposited in the
6 special reserve fund of the operator: *Provided further*, That
7 no contracts shall be executed during the current fiscal year
8 by the Federal Maritime Board which will obligate the
9 Government to pay operating differential subsidy on more
10 than two thousand voyages in any one calendar year, in-
11 cluding voyages covered by contracts in effect at the be-
12 ginning of the current fiscal year.

13 Salaries and expenses: For expenses necessary for
14 carrying into effect the Merchant Marine Act, 1936, and
15 other laws administered by the Federal Maritime Board and
16 the Maritime Administration, \$15,187,000, within limita-
17 tions as follows:

18 Administrative expenses, including not to exceed \$1,125
19 for entertainment of officials of other countries when specifi-
20 cally authorized by the Maritime Administrator and pur-
21 chase of not to exceed four passenger motor vehicles for
22 replacement only, \$6,482,000;

23 Maintenance of shipyard and reserve training facilities
24 and operation of warehouses, \$1,455,000;

25 Reserve fleet expenses, \$7,250,000.

1 Maritime training: For training cadets as officers of the
2 merchant marine at the Merchant Marine Academy at Kings
3 Point, New York, including pay and allowances for personnel
4 of the United States Maritime Service as authorized by law
5 (46 U. S. C. 1126, 63 Stat. 802, 64 Stat. 794, and 66 Stat.
6 79) ; not to exceed \$2,500 for contingencies for the Super-
7 intendent, United States Merchant Marine Academy, to be
8 expended in his discretion; and not to exceed \$35,000 for
9 transfer to applicable appropriations of the Public Health
10 Service for services rendered the Maritime Administration;
11 \$2,200,000, including uniform and textbook allowances for
12 cadet midshipmen, at an average yearly cost of not to exceed
13 \$200 per cadet: *Provided*, That except as herein provided
14 for uniform and textbook allowances this appropriation shall
15 not be used for compensation or allowances for cadets.

16 State marine schools: To reimburse the State of Cali-
17 fornia, \$47,500; the State of Maine, \$47,500; the State of
18 Massachusetts, \$47,500; and the State of New York, \$47,-
19 500; for expenses incurred in the maintenance and support
20 of marine schools in such States as provided in the Act au-
21 thorizing the establishment of marine schools, and so forth,
22 approved March 4, 1911, as amended (34 U. S. C. 1121-
23 1123) ; \$149,800 for the maintenance and repair of vessels
24 loaned by the United States to the said States for use in
25 connection with such State marine schools; and \$320,200

1 for allowances for uniforms, textbooks, and subsistence of
2 cadets at State marine schools, to be paid in accordance with
3 regulations established pursuant to law (46 U. S. C. 1126
4 (b)) ; \$660,000.

5 Repair of reserve fleet vessels (liquidation of contract
6 authorization) : Advances may be made from the appropria-
7 tion granted under this head in the Department of Commerce
8 and Related Agencies Appropriation Act, 1956, to the ap-
9 propriation for the current fiscal year for "Salaries and ex-
10 penses, maritime activities", for administrative expenses (not
11 to exceed \$150,000) and for reserve fleet expenses (in such
12 amounts as may be required), and such advances shall be in
13 addition to amounts otherwise made available for such ex-
14 penses.

15 War Shipping Administration liquidation: The unex-
16 pended balance of the appropriation to the Secretary of the
17 Treasury in the Second Supplemental Appropriation Act,
18 1948, for liquidation of obligations approved by the General
19 Accounting Office as properly incurred against funds of the
20 War Shipping Administration prior to January 1, 1947, is
21 hereby continued available during the current fiscal year,
22 and shall be available for the payment of obligations incurred
23 against the working fund titled: "Working fund, Commerce,
24 War Shipping Administration functions, December 31,
25 1946".

1 General provisions—Maritime activities: No additional
2 vessels shall be allocated under charter, nor shall any vessel
3 be continued under charter by reason of any extension of
4 chartering authority beyond June 30, 1949, unless the char-
5 terer shall agree that the Maritime Administration shall have
6 no obligation upon redelivery to accept or pay for consum-
7 able stores, bunkers and slop-chest items, except with respect
8 to such minimum amounts of bunkers as the Maritime Ad-
9 ministration considers advisable to be retained on the vessel
10 and that prior to such redelivery all consumable stores, slop-
11 chest items, and bunkers over and above such minimums
12 shall be removed from the vessel by the charterer at his own
13 expense.

14 No money made available to the Department of Com-
15 merce, for maritime activities, by this or any other Act shall
16 be used in payment for a vessel the title to which is acquired
17 by the Government either by requisition or purchase, or the
18 use of which is taken either by requisition or agreement, or
19 which is insured by the Government and lost while so insured,
20 unless the price or hire to be paid therefor (except in cases
21 where section 802 of the Merchant Marine Act, 1936, as
22 amended, is applicable) is computed in accordance with
23 subsection 902 (a) of said Act, as that subsection is inter-
24 preted by the General Accounting Office.

25 Notwithstanding any other provision of this Act, the

1 Maritime Administration is authorized to furnish utilities
2 and services and make necessary repairs in connection with
3 any lease, contract, or occupancy involving Government
4 property under control of the Maritime Administration, and
5 payments received by the Maritime Administration for
6 utilities, services, and repairs so furnished or made shall
7 be credited to the appropriation charged with the cost
8 thereof: *Provided*, That rental payments under any such
9 lease, contract, or occupancy on account of items other than
10 such utilities, services, or repairs shall be covered into the
11 Treasury as miscellaneous receipts.

12 No obligations shall be incurred during the current fis-
13 cal year from the construction fund established by the Mer-
14 chant Marine Act, 1936, or otherwise, in excess of the
15 appropriations and limitations contained in this Act, or in
16 any prior appropriation Act, and all receipts which other-
17 wise would be deposited to the credit of said fund shall be
18 covered into the Treasury as miscellaneous receipts.

19 Vessel operations revolving fund: Hereafter the vessel
20 operations revolving fund, created by the Third Supple-
21 mental Appropriation Act, 1951, shall be available for
22 necessary expenses incurred, in connection with protection,
23 preservation, maintenance, acquisition, or use of vessels
24 involved in mortgage-foreclosure or forfeiture proceedings
25 instituted by the United States, including payment of prior

1 claims and liens, expenses of sale, or other charges incident
2 thereto; for necessary expenses incident to the redelivery
3 and lay-up, in the United States, of ships now chartered
4 under agreements which do not call for their return to the
5 United States; for activation, repair and deactivation of
6 merchant ships chartered under the jurisdiction of the Secre-
7 tary of Commerce; and for payment of expenses of custody
8 and husbanding of Government-owned ships other than
9 those within reserve fleets: *Provided*, That not to exceed
10 \$5,000,000 of the funds of the vessel operations revolving
11 fund may be used during the fiscal year 1957 for the pur-
12 poses set forth in this paragraph.

13 PATENT OFFICE

14 Salaries and expenses: For necessary expenses of the
15 Patent Office, including services as authorized by section 15
16 of the Act of August 2, 1946 (5 U. S. C. 55a), at rates
17 for individuals not to exceed \$75 per diem (not to exceed
18 \$25,000); and defense of suits instituted against the Com-
19 missioner of Patents; \$17,000,000.

20 BUREAU OF PUBLIC ROADS

21 General administrative expenses: Necessary expenses of
22 administration, including advertising (including advertising
23 in the city of Washington for work to be performed in areas
24 adjacent thereto), purchase of seventy-five passenger motor
25 vehicles for replacement only, and the maintenance and re-

1 pairs of experimental highways, shall be paid, in accordance
2 with law, from appropriations available to the Bureau of
3 Public Roads.

4 Of the total amount available from appropriations of the
5 Bureau of Public Roads for general administrative expenses,
6 pursuant to the provisions of section 21 of the Act of Novem-
7 ber 9, 1921, as amended (23 U. S. C. 21), \$100,000 shall
8 be available for all necessary expenses to enable the President
9 to utilize the services of the Bureau of Public Roads in
10 fulfilling the obligations of the United States under the Con-
11 vention on the Pan-American Highway Between the United
12 States and Other American Republics (51 Stat. 152), co-
13 operation with several governments, members of the Pan
14 American Union, in connection with the survey and con-
15 struction of the Inter-American Highway, and for performing
16 engineering service in Pan-American countries for and upon
17 the request of any agency or governmental corporation of the
18 United States.

19 Federal-aid highways: For carrying out the provisions
20 of the Act of July 11, 1916, as amended and supplemented
21 (23 U. S. C. 1-22, 24-105, 107-117), to remain available
22 until expended, \$775,000,000, which sum is composed of
23 \$186,500,000, the balance of the amount authorized to be
24 appropriated for the fiscal year 1955, \$585,500,000, a part

1 of the amount authorized to be appropriated for the fiscal
2 year 1956, and \$30,401, \$14,097, \$1,034,766, and
3 \$985,204, the latter sums being for reimbursement of the
4 sums expended for the repair or reconstruction of highways
5 and bridges which have been damaged or destroyed by
6 floods, hurricanes, or landslides, as provided by section 4 of
7 the Act approved June 8, 1938, section 7 of the Act ap-
8 proved July 13, 1943, and section 9 of the Act approved
9 September 7, 1950, as amended (23 U. S. C. 13a and 13b),
10 and section 7 of the Act approved June 25, 1952, and
11 \$935,532 for reimbursement of the sums expended for the
12 design and construction of highway bridges upon and across
13 dams in accordance with the Act of July 29, 1946 (60 Stat.
14 709).

15 Forest highways: For expenses, not otherwise provided
16 for, necessary for carrying out the provisions of section 23
17 of the Federal Highway Act of November 9, 1921, as
18 amended (23 U. S. C. 23, 23a), to remain available until
19 expended, \$23,000,000, which sum is composed of \$16,750,-
20 000, the remainder of the amount authorized to be appro-
21 priated for the fiscal year 1956, and \$6,250,000, a part of
22 the amount authorized to be appropriated for the fiscal year
23 1957: *Provided*, That this appropriation shall be available
24 for the rental, purchase, construction, or alteration of build-
25 ings and sites necessary for the storage and repair of equip-

1 ment and supplies used for road construction and mainte-
2 nance, but the total cost of any such item under this author-
3 ization shall not exceed \$15,000.

4 Public lands highways (liquidation of contract authori-
5 zation) : For payment of obligations incurred pursuant to
6 the contract authorization granted by section 6 of the Fed-
7 eral-Aid Highway Act of 1954 (68 Stat. 73), to remain
8 available until expended, \$1,000,000, which sum is composed
9 of \$625,000, the remainder of the amount authorized for
10 fiscal year 1956, and \$375,000, a part of the amount au-
11 thorized for fiscal year 1957.

12 General provisions—Bureau of Public Roads: None of
13 the money appropriated for the work of the Bureau of Pub-
14 lic Roads during the current fiscal year shall be paid to any
15 State on account of any project on which convict labor shall
16 be employed, but this provision shall not apply to labor per-
17 formed by convicts on parole or probation.

18 During the current fiscal year authorized engineering or
19 other services in connection with the survey, construction,
20 and maintenance, or improvement of roads may be per-
21 formed for other Government agencies, cooperating foreign
22 countries, and State cooperating agencies, and reimburse-
23 ment for such services (which may include depreciation on
24 engineering and road-building equipment used) shall be
25 credited to the appropriation concerned.

1 During the current fiscal year appropriations for the
2 work of the Bureau of Public Roads shall be available for
3 expenses of warehouse maintenance and the procurement,
4 care, and handling of supplies, materials, and equipment for
5 distribution to projects under the supervision of the Bureau
6 of Public Roads, or for sale or distribution to other Govern-
7 ment activities, cooperating foreign countries, and State
8 cooperating agencies, and the cost of such supplies and
9 materials or the value of such equipment (including the
10 cost of transportation and handling) may be reimbursed to
11 current applicable appropriations.

12 Appropriations to the Bureau of Public Roads may be
13 used in emergency for medical supplies and services and
14 other assistance necessary for the immediate relief of em-
15 ployees engaged on hazardous work under that Bureau, and
16 for temporary services as authorized by section 15 of the Act
17 of August 2, 1946 (5 U. S. C. 55a), but at rates for in-
18 dividuals not in excess of \$100 per diem.

19 NATIONAL BUREAU OF STANDARDS

20 Expenses: For expenses necessary in performing the
21 functions authorized by the Act of March 3, 1901, as
22 amended (15 U. S. C. 271-278c), including general ad-
23 ministration; operation, maintenance, alteration, and protec-
24 tion of grounds and facilities; and improvement and con-
25 struction of temporary or special facilities as authorized by

1 section 2 of the Act of July 21, 1950 (15 U. S. C. 286) ;
2 \$8,750,000: *Provided*, That during the current fiscal year
3 the maximum base rate of compensation for employees
4 appointed pursuant to the Act of July 21, 1950 (15 U. S. C.
5 285), shall be equivalent to the entrance rate of GS-12.

6 Plant and equipment: For construction of a pilot elec-
7 tronic data-processing device to be used in the performance
8 of functions authorized by the Act of March 3, 1901, as
9 amended (15 U. S. C. 271-278c) ; repair of mechanical
10 facilities; and expenses incurred, as authorized by section
11 2 of the Act of July 21, 1950 (15 U. S. C. 286), in
12 the construction or improvement of buildings, grounds, and
13 other facilities, and, without regard to the cost limitation con-
14 tained in that Act, the construction of field station buildings
15 at Anchorage, Alaska, and at Maui, Territory of Hawaii; and
16 purchase of six passenger motor vehicles for replacement
17 only; \$450,000, to remain available until expended.

18 WEATHER BUREAU

19 Salaries and expenses: For expenses necessary for the
20 Weather Bureau, including maintenance and operation of air-
21 craft; purchase of three passenger motor vehicles for
22 replacement only; not to exceed \$25,000 for services as au-
23 thorized by section 15 of the Act of August 2, 1946 (5
24 U. S. C. 55a) ; and not to exceed \$10,000 for maintenance
25 of a printing office in the city of Washington, as authorized

1 by law; \$35,400,000: *Provided*, That during the current
2 fiscal year, the maximum amount authorized under section 3
3 (a) of the Act of June 2, 1948 (15 U. S. C. 327), for
4 extra compensation to employees of other Government
5 agencies for taking and transmitting meteorological observa-
6 tions, shall be \$5 per day; and the maximum base rate of
7 pay authorized under section 3 (b) of said Act, for em-
8 ployees conducting meteorological investigations in the
9 Arctic region, shall be \$6,500 per annum, except that not
10 more than five of such employees at any one time may
11 receive a base rate of \$9,000 per annum, and such employees
12 may be appointed without regard to the Classification Act
13 of 1949, as amended.

14 Establishment of meteorological facilities: For an addi-
15 tional amount for the acquisition, establishment, and reloca-
16 tion of meteorological facilities and related equipment, in-
17 cluding the alteration and modernization of existing facili-
18 ties; \$2,500,000, to remain available until June 30, 1959.

19 GENERAL PROVISIONS—DEPARTMENT OF COMMERCE

20 SEC. 102. During the current fiscal year applicable
21 appropriations and funds available to the Department of
22 Commerce shall be available for the activities specified in the
23 Act of October 26, 1949 (5 U. S. C. 596a), to the extent
24 and in the manner prescribed by said Act.

25 SEC. 103. Appropriations in this title available for sal-

aries and expenses shall be available for expenses of attendance at meetings of organizations concerned with the activities for which the appropriations are made; hire of passenger motor vehicles; services as authorized by section 15 of the Act of August 2, 1946 (5 U. S. C. 55a), but, unless otherwise specified, at rates for individuals not to exceed \$50 per diem; and uniforms, or allowances therefor, as authorized by the Act of September 1, 1954 (68 Stat. 1114), as amended.

TITLE II—THE PANAMA CANAL

CANAL ZONE GOVERNMENT

Operating expenses: For operating expenses necessary for the Canal Zone Government, including operation of the Postal Service of the Canal Zone; hire of passenger motor vehicles; uniforms or allowances therefor, as authorized by the Act of September 1, 1954 (68 Stat. 1114), as amended; expenses incident to conducting hearings on the Isthmus; expenses of attendance at meetings, when authorized by the Governor of the Canal Zone, of organizations concerned with activities pertaining to the Canal Zone Government; expenses of special training of employees of the Canal Zone Government as authorized by law (63 Stat. 602); contingencies of the Governor; residence for the Governor; medical aid and support of the insane and of lepers and aid and support of indigent persons legally within the Canal Zone,

1 including expenses of their deportation when practicable;
2 and payments of not to exceed \$50 in any one case to
3 persons within the Government service who shall furnish
4 blood for transfusions; \$15,410,000.

5 Capital outlay: The appropriation heretofore granted
6 under this head shall be available during the current fiscal
7 year for the purchase of not to exceed eight passenger motor
8 vehicles for replacement only.

9 PANAMA CANAL COMPANY

10 The following corporation is hereby authorized to make
11 such expenditures, within the limits of funds and borrowing
12 authority available to it and in accord with law, and to make
13 such contracts and commitments without regard to fiscal
14 year limitations as provided by section 104 of the Govern-
15 ment Corporation Control Act, as amended, as may be neces-
16 sary in carrying out the programs set forth in the Budget
17 for the fiscal year 1957 for such corporation, except as here-
18 inafter provided:

19 Not to exceed \$3,562,100 of the funds available to
20 the Panama Canal Company shall be available during
21 the current fiscal year for general and administrative
22 expenses of the Company, which shall be computed on an
23 accrual basis: *Provided*, That as used herein, the term "gen-
24 eral and administrative expenses" shall not be construed to
25 include expenses otherwise classified in the preceding fiscal

1 year: *Provided further*, That funds available for operating
2 expenses shall be available for the purchase of not to exceed
3 eighteen passenger motor vehicles for replacement only,
4 and for uniforms or allowances therefor, as authorized by the
5 Act of September 1, 1954 (68 Stat. 1114), as amended.

6 GENERAL PROVISIONS—THE PANAMA CANAL

7 SEC. 202. No part of any appropriation contained in this
8 Act shall be used directly or indirectly, except for tem-
9 porary employment in case of emergency, for the payment
10 of any civilian for services rendered by him on the Canal
11 Zone while occupying a skilled, technical, clerical, admin-
12 istrative, executive, or supervisory position unless such person
13 is a citizen of the United States of America or of the
14 Republic of Panama: *Provided, however*, (1) That, not-
15 withstanding the provision in the Act approved August 11,
16 1939 (53 Stat. 1409) limiting employment in the above-
17 mentioned positions to citizens of the United States from
18 and after the date of approval of said Act, citizens of Panama
19 may be employed in such positions; (2) that at no time
20 shall the number of Panamanian citizens employed in the
21 above-mentioned positions exceed the number of citizens
22 of the United States so employed, if United States citizens
23 are available in continental United States or on the Canal
24 Zone; (3) that nothing in this Act shall prohibit the
25 continued employment of any person who shall have ren-

1 dered fifteen or more years of faithful and honorable service
2 on the Canal Zone; (4) that in the selection of personnel
3 for skilled, technical, administrative, clerical, supervisory,
4 or executive positions, the controlling factors in filling these
5 positions shall be efficiency, experience, training, and edu-
6 cation; (5) that all citizens of Panama and the United
7 States rendering skilled, technical, clerical, administrative,
8 executive, or supervisory service on the Canal Zone under
9 the terms of this Act (a) shall normally be employed not
10 more than forty hours per week, (b) may receive as com-
11 pensation equal rates of pay based upon rates paid for
12 similar employment in continental United States plus 25
13 per centum; (6) this entire section shall apply only to
14 persons employed in skilled, technical, clerical, administra-
15 tive, executive, or supervisory positions on the Canal Zone
16 directly or indirectly by any branch of the United States
17 Government or by any corporation or company whose stock
18 is owned wholly or in part by the United States Govern-
19 ment: *Provided further*, That the President may suspend
20 from time to time in whole or in part compliance with this
21 section if he should deem such course to be in the public
22 interest.

23 SEC. 203. The Governor of the Canal Zone is authorized
24 to employ services as authorized by section 15 of the Act of
25 August 2, 1946 (5 U. S. C. 55a), in an amount not

1 exceeding \$15,000: *Provided*, That the rates for individuals
2 shall not exceed \$100 per diem.

3 SEC. 204. The Governor of the Canal Zone and
4 the President of the Panama Canal Company, in computing
5 allowances for the cost of travel on home leave for persons
6 who elect at their expense to take other than the lowest
7 first-class travel to the United States, shall take into account
8 as the cost to the United States the actual cost, as computed
9 by the General Accounting Office, of travel by United States
10 owned and operated vessels rather than a reduced fare rate
11 which is available for such employees when traveling on their
12 own account.

13 TITLE III—INDEPENDENT AGENCIES

14 ADVISORY COMMITTEE ON WEATHER CONTROL

15 Salaries and expenses: The unobligated balance of the
16 appropriation granted under this head for the fiscal year
17 1956 shall remain available until July 30, 1956, for neces-
18 sary expenses of the Advisory Committee on Weather Con-
19 trol, established by the Act of August 13, 1953 (67 Stat.
20 559), including services as authorized by section 15 of the
21 Act of August 2, 1946 (5 U. S. C. 55a).

22 SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

23 The Saint Lawrence Seaway Development Corporation
24 is hereby authorized to make such expenditures, within the
25 limits of funds and borrowing authority available to such Cor-

1 poration, and in accord with law, and to make such contracts
2 and commitments without regard to fiscal year limitations as
3 provided by section 104 of the Government Corporation Con-
4 trol Act, as amended, as may be necessary in carrying out
5 the programs set forth in the budget for the fiscal year 1957
6 for such Corporation, except as hereinafter provided:

7 Not to exceed \$315,000 shall be available for adminis-
8 trative expenses which shall be computed on an accrual
9 basis: *Provided*, That said funds shall be available for serv-
10 ices as authorized by section 15 of the Act of August 2, 1946
11 (5 U. S. C. 55a), at rates for individuals not to exceed \$100
12 per day: *Provided further*, That the Corporation's funds
13 shall be available for the purchase of not to exceed three
14 passenger motor vehicles (two for replacement only).

15 SMALL BUSINESS ADMINISTRATION

16 Salaries and expenses: For necessary expenses, not
17 otherwise provided for, of the Small Business Administra-
18 tion, including expenses of attendance at meetings concerned
19 with the purposes of this appropriation and hire of passenger
20 motor vehicles, \$1,890,000; and in addition there may be
21 transferred to this appropriation not to exceed \$4,610,000
22 from the Revolving Fund, Small Business Administration,
23 and not to exceed \$500,000 from the fund for Liquidation of
24 Reconstruction Finance Corporation Disaster Loans, Small
25 Business Administration, for administrative expenses in con-

1 nection with activities financed under said funds: *Provided*,
2 That the amount authorized for transfer from the Revolving
3 Fund, Small Business Administration, may be increased,
4 with the approval of the Bureau of the Budget, by such
5 amount as may be required to finance administrative expenses
6 incurred in the making of disaster loans.

7 Revolving Fund: For additional capital for the Revolv-
8 ing Fund authorized by the Small Business Act of 1953,
9 as amended, to be available without fiscal year limitation,
10 \$50,000,000.

11 TARIFF COMMISSION

12 Salaries and expenses: For necessary expenses of the
13 Tariff Commission, including subscriptions to newspapers
14 (not to exceed \$200), not to exceed \$20,000 for expenses
15 of travel, and contract stenographic reporting services as
16 authorized by section 15 of the Act of August 2, 1946
17 (5 U. S. C. 55a), \$1,550,000: *Provided*, That no part
18 of this appropriation shall be used to pay the salary of any
19 member of the Tariff Commission who shall hereafter par-
20 ticipate in any proceedings under sections 336, 337, and
21 338 of the Tariff Act of 1930, wherein he or any member of
22 his family has any special, direct, and pecuniary interest,
23 or in which he has acted as attorney or special representa-
24 tive: *Provided further*, That no part of the foregoing
25 appropriation shall be used for making any special study,

1 investigation or report at the request of any other agency
2 of the executive branch of the Government unless reimburse-
3 ment is made for the cost thereof: *And provided further,*
4 That that part of the foregoing appropriation which is for ex-
5 penses of travel shall be available, when specifically author-
6 ized by the Chairman of the Tariff Commission, for expenses
7 of attendance at meetings of organizations concerned with
8 the functions and activities of the said Commission.

9 TITLE IV—GENERAL PROVISIONS

10 SEC. 401. No part of any appropriation contained in
11 this Act shall be used for publicity or propaganda purposes
12 not heretofore authorized by the Congress.

13 SEC. 402. No part of any appropriation contained in
14 this Act shall be used to pay any expenses incident to or
15 in connection with participation in the International Materials
16 Conference.

17 This Act may be cited as the "Department of Com-
18 merce and Related Agencies Appropriation Act, 1957".

84TH CONGRESS
2D SESSION

H. R. 10899

[Report No. 2076]

A BILL

Making appropriations for the Department of
Commerce and related agencies for the fiscal
year ending June 30, 1957, and for other
purposes.

By Mr. PRESTON

APRIL 27, 1956

Committed to the Committee of the Whole House on
the State of the Union and ordered to be printed

Digest of CONGRESSIONAL PROCEEDINGS

OF INTEREST TO THE DEPARTMENT OF AGRICULTURE

OFFICE OF BUDGET AND FINANCE
(For Department Staff Only)

Issued May 3, 1956
For actions of May 2, 1956
84th-2nd. No. 72

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HIGHLIGHTS: House debated new farm bill. House passed Commerce Department appropriation bill. House committee reported bill establishing fish hatchery in Pisgah Forest.

HOUSE

1. FARM PROGRAM. Began debate on H. R. 10875, the new farm bill. p. 6581 (For a summary of the provisions of this bill, see Digest 71.)

2. APPROPRIATIONS. Passed with amendment H. R. 10899, the Commerce Department and related agencies appropriation bill for 1957 (p. 6563). The bill includes \$23,000,000 for forest highways and, authorizes the transfer of \$900,000 from the 1956 "census of agriculture" to complete the tabulation of final reports and liquidation of activities under the agriculture census, and makes the balance of 1956 appropriations for the Advisory Committee on Weather Control available through July 1956.

In connection with appropriations for the Bureau of the Census, the Committee report states as follows: "It has come to the Committee's attention that recent changes made in the handling of foreign trade statistics have resulted in the consolidation of the classification for certain commodities. This change appears to have reduced the value of this information to the business concerns of the country, particularly in connection with tobacco products and electronics equipment. While the Committee is in accord with efforts to reduce expenditures wherever possible, it feels that reductions which greatly reduce the value of

information furnished can not be considered to be in the interest of economy. Accordingly the Committee feels that this change should be re-examined and consideration should be given to reinstating the former level of statistical service with a portion of the increase provided in this appropriation."

3. FOREIGN TRADE. Rep. Bailey criticized the proposed operation of GATT and OTC as being inimical to the domestic interests, and criticized the State Department for allegedly usurping legislative prerogatives in the field of tariffs and trade. p. 6608
4. FORESTRY. The Merchant Marine and Fisheries Committee reported with amendment H. R. 9822, to provide for establishment of a trout hatchery on the Davidson River in the Pisgah National Forest, N. C. (H. Rept. 2097). p. 6625
5. PERSONNEL. The Post Subcommittee of the Post Office and Civil Service Committee ordered reported to the full committee S. 3315, to amend Sec. 5 of the Civil Service Retirement Act of 1930, which permits an annuity to be paid to an officer or employee who has died prior to the completion of 1 year of creditable civilian service. p. D428

SENATE

6. FLOOD INSURANCE. S. 3732, as reported (see Digest 68), provides for the creation of a Federal Flood Insurance Administration, headed by a Commissioner, within the Housing and Home Finance Agency for the purpose of providing insurance against flood damage. It limits to \$3 billion the face amount of insurance policies and reinsurance agreements outstanding at any one time (which may be increased \$2 billion with the approval of the President). The bill also provides that no insurance or reinsurance shall be issued under the provisions of the Act covering risks against which insurance is available on reasonable terms from other public or private sources; that in providing insurance or reinsurance, the Commissioner may use the services of other public agencies, and pay reasonable compensation therefor; that the Commissioner may supply, receive from and exchange with other agencies of the Federal Government, State, local, and interstate commissions or agencies, and private organizations experience in the field of insurance or reinsurance, such information as may be useful in the administration of the programs; that in carrying out the functions authorized in the Act, the Commissioner may consult with other agencies of the Federal Government and interstate, State, and local public agencies having responsibilities for land use and flood control and for flood zoning and flood-damage prevention in order to assure that the insurance and reinsurance programs are consistent with the programs of such agencies; that where the program of the Commissioner may affect existing or proposed flood-control works under the jurisdiction of agencies of the Federal Government these agencies shall cooperate with the Commissioner in coordinating their respective programs; and that the Secretary of Agriculture and the Commissioner shall coordinate the administration of their respective programs relating to flood insurance and reinsurance for agricultural commodities.

ITEMS IN APPENDIX

7. ROADS. Rep. Fallon inserted William S. Lampe's, editor, Pittsburgh Sun-Telegraph, recent address, "Economic Impact Of The Highway Program". p. A3502
Rep. Fallon inserted a table setting forth the apportionment of Federal highway funds to the various States under the provisions of the proposed highway program. p. A3505

To the House of Representatives:

In compliance with the request contained in the resolution of the House of Representatives (the Senate concurring therein), I return herewith H. R. 4781 entitled "An act to authorize the Territory of Alaska to incur indebtedness, and for other purposes."

DWIGHT D. EISENHOWER.
THE WHITE HOUSE, May 2, 1956.

COMMITTEE ON THE JUDICIARY

Mr. ALBERT. Mr. Speaker, on behalf of the gentleman from Kentucky [Mr. CHELF], I ask unanimous consent that the subcommittee of the Committee on the Judiciary to investigate the Shubert Theater incident in Boston may sit during general debate today while the House is in session.

The SPEAKER. Is there objection to the request of the gentleman from Oklahoma?

There was no objection.

DISTRICT OF COLUMBIA TRANSIT LEGISLATION

Mr. HESELTON. Mr. Speaker, I ask unanimous consent to extend my remarks at this point in the RECORD on the District of Columbia transit legislation.

The SPEAKER. The Chair years ago made a ruling that if a request was made to extend remarks in the RECORD at a point before the business of the day was taken up, if the extension contained more than 300 words it would not be accepted.

Mr. HESELTON. I believe this extension would come within that rule, Mr. Speaker.

The SPEAKER. Is there objection to the request of the gentleman from Massachusetts?

There was no objection.

Mr. HESELTON. Mr. Speaker, I have been advised by the House Parliamentarian that H. R. 10871, the legislation I filed last week, which would create an interim transit authority in the District of Columbia for a period of 3 years, cannot be offered as a substitute for the substitute recommended by the majority of the House Committee on Interstate and Foreign Commerce.

However, if the committee substitute is rejected, I am advised it will be in order to offer H. R. 10871 as a substitute for the original bill, H. R. 8901. Of course, I urge that the committee substitute be rejected. If the House takes this action, I shall seek recognition to offer the interim authority bill as a substitute for H. R. 8901.

I think many of my colleagues may have read the article in last night's Washington Evening Star, from which I quote the following paragraph:

One leading Member of the House, who did not want to be quoted, said: "This is a serious proposition concerning the people of the District of Columbia. If there are those Members of the House who want to take an irresponsible position as to their responsibilities toward the riders of mass transportation in the District, that is up to their own conscience. Frankly, we do not know what will happen after next August 15 when by act of Congress of last summer, in the closing

days of that session, Congress decided to revoke the franchise and charter of the Capital Transit Co. next August."

If this is a correct quotation, I hope it will be possible for the author to accept responsibility for it. I cannot believe that any one of our colleagues would be willing to attack anonymously the sincerity of those who believe an alternative to returning the franchise to the Wolfson group, largely upon their own terms, is both desirable and definitely in the public interest.

DEPARTMENT OF COMMERCE AND RELATED AGENCIES APPROPRIATIONS, 1957

Mr. PRESTON. Mr. Speaker, I move that the House resolve itself into the Committee of the Whole House on the State of the Union for the consideration of the bill (H. R. 10899) making appropriations for the Department of Commerce and related agencies for the fiscal year ending June 30, 1957, and for other purposes; and pending that motion, Mr. Speaker, I ask unanimous consent that general debate be limited not to exceed 2 hours, the time to be equally divided and controlled by the gentleman from Ohio [Mr. CLEVINGER] and myself.

The SPEAKER. Is there objection to the request of the gentleman from Georgia?

Mr. GROSS. Mr. Speaker, reserving the right to object, and I shall not object; am I to understand that this bill comes to us without a closed rule?

Mr. PRESTON. Yes; we have never brought this bill to the floor since I have been a member of this subcommittee with a rule.

Mr. GROSS. I commend the gentleman for not asking for a rule waiving points of order. Apparently, this subcommittee is not trying to put any super-grade employees on the payroll.

Mr. PRESTON. The gentleman is correct. I thank the gentleman for his comment.

Mr. GROSS. Mr. Speaker, I withdraw my reservation of objection.

The SPEAKER. Is there objection to the request of the gentleman from Georgia?

There was no objection.

The SPEAKER. The question is on the motion offered by the gentleman from Georgia.

The motion was agreed to.

Accordingly the House resolved itself into the Committee of the Whole House on the State of the Union for the consideration of the bill H. R. 10899, with Mr. HAYS of Arkansas in the chair.

The Clerk read the title of the bill.

By unanimous consent, the first reading of the bill was dispensed with.

(Mr. PRESTON asked and was given permission to revise and extend his remarks.)

Mr. PRESTON. Mr. Chairman, I realize we have before us this afternoon, following the conclusion of this bill, a very important agricultural bill. I shall undertake to be as brief as possible and shall at this time run through several of the items in the report explaining the committee action.

Before commenting on the items in the bill, I would like to take this opportunity to express my personal appreciation for the splendid cooperation I have had from the members of my subcommittee. There are 10 members of our subcommittee. It is a rather large subcommittee, perhaps, as large as we have in the Committee on Appropriations. We kept our schedule for the hearings. We finished on time, and that was possible only through the splendid cooperation of the Members on both sides of the aisle. I want to express my appreciation to the gentleman from Ohio [Mr. CLEVINGER], the ranking minority member of this subcommittee who at all times gave me the fullest cooperation. Of course, I can say the same thing for all the other members of the minority and for my colleagues on the majority side. It is a difficult thing to create and bring to the floor an appropriation bill. It requires a great deal of study on the part of the members of the subcommittee and it requires lengthy hearings. I have found that all members of the Committee on Appropriations have the earnest desire to limit appropriations to the barest minimum.

I find no evidence on the part of Members to try to strengthen any particular agency merely to see it grow. On this bill, we earnestly strove to reduce appropriations at all times, but not affecting the important functions of the various agencies involved.

I would like to point out that we have brought to you a bill that is \$96 million less than 1956. It is \$140 million less than the budget estimate. We think this is a significant fact. We think that this represents a great deal of effort on the part of the subcommittee to pare governmental expenditures and to require the agencies for which we appropriate to justify in the strictest sense their requests.

There may be some reductions in this bill that will require bringing to the Congress a supplemental request at a later date. We think it is in the best interest of economy to do this. We think it not good practice to appropriate funds that we realize cannot be used in the immediate future, merely to have them to the credit of the agency involved.

Speaking to the specific items in the bill, we have made some increases. There are some increases to meet pay costs that the Congress has passed. We find that in all the bills that are brought to the floor.

In General Administration there is an increase of only \$112,500 over the appropriation for 1956, and a reduction of \$75,000 in the budget estimate. This allows a very small increase to expand the staff services and administrative operations.

In the Bureau of the Census the sum of \$7,413,000 was recommended for 1957. This is an increase of only \$10,000 over 1956, and a reduction of \$207,000 in the budget estimate.

We have certain censuses that are historically taken that we are dealing with. The committee has recommended \$1,750,000 to initiate a census of governments for 1957. We have recommended

to the House \$1 million for the national housing inventory. This is \$800,000 less than the budget request, but we think it is adequate to take a sample of the 25 or 35 larger metropolitan areas in the United States.

We have a budget estimate and have an appropriation of \$150,000 for expenses necessary to prepare for the 1953 census of business, transportation, manufactures, and mineral industries, as authorized by law. We have recommended budget language authorizing the transfer of \$900,000 from "Census of Agriculture" to complete the 1954 census of business, manufactures, and mineral industries. This is part of \$1 million unused, and will in no way affect the completion of the agriculture census.

The next item I wish to call attention to is the Civil Aeronautics Administration. I am sure we all realize the tremendous importance of this agency in dealing with every aspect of civil aviation in this Nation, and to some extent in countries abroad. We have recommended a total of \$125 million for the fiscal year 1957 under the category of "Operation and Regulation." This represents an increase of \$12,360,000 over the 1956 appropriation, and a reduction of \$3,500,000 under the budget estimate. The major portion of the increase is required to permit the commissioning of new facilities now under construction, which will come into operation during 1957.

I call attention to the fact that aviation is becoming more and more complex. Traffic is greater, travel has increased, planes are faster, more safety devices have been created. To protect the safety of the public we have to install various navigational facilities around the country, and it calls for constantly enlarging the staff of the CAA in order to man these installations. We are now having to deal with the problem of higher altitude operations. We are going to have to provide a separate set of individuals to regulate traffic in altitudes above 25,000 feet.

The coming of jet aircraft certainly will call for additional equipment and additional people to deal with the situation.

Aviation is constantly changing; in fact, it has been changing faster than we have been able to anticipate; and, frankly, this is the first time in several years that we have been able to appropriate comparable to the swift changes that have taken place not only in aircraft themselves, but also in the safety devices used in guiding aircraft and making them safe in operation.

We have provided in this bill \$37,500,000 for the establishment of air navigation facilities. The statement I just referred to related to the furnishing of people to operate the facilities.

This item is only \$2,500,000 below the budget estimate. It provides for the creation of new facilities, improved radar devices, and VHF omniranges that are so essential to the accurate navigation of aircraft. Last year we cut this item some \$10 million, and I am fearful that we cut it too much. This year we are trying in some degree to compensate for that cut. We aim to bring our

ground installations up to a point of efficiency to match the equipment being installed by commercial airlines, so that each will complement the other and bring about a safe aviation system throughout the Nation.

Mr. GROSS. Mr. Chairman, will the gentleman yield?

Mr. PRESTON. I yield to the gentleman from Iowa.

Mr. GROSS. A few days ago the Secretary of Commerce appeared before the House Committee on the Post Office and Civil Service in behalf of a postal rate increase bill in the interest of balancing the budget of the Post Office Department. At that time I suggested that perhaps the Secretary could do more than he has to balance the budget in the Department of Commerce by charging for services which the Department of Commerce performs for the public, including airline aids of the CAA, services that are measureable. I hope that this particular appropriations subcommittee will next year go into the matter of fees charged for public service performed in the Department of Commerce and see whether some of those fees cannot be increased commensurate with the cost to the Government.

Mr. PRESTON. I thank the gentleman. I think he has raised a very interesting question, and one that deserves consideration by the Congress. What we have done in the past has mainly been to create civil aviation and get it established. I think it is established now, and I think it is time we began to give thought to what we can charge for the services we have established through the expenditure of these countless millions.

Mr. BOW. Mr. Chairman, will the gentleman yield?

Mr. PRESTON. I yield to the gentleman from Ohio.

Mr. BOW. Would it not be proper to say that in this great navigation aid system which we are providing in this country perhaps 90 percent is used by the military and Government agencies, and that the allocation actually to the commercial airlines to which we have referred is very small in the overall picture?

Mr. GROSS. Mr. Chairman, will the gentleman yield?

Mr. PRESTON. I yield.

Mr. GROSS. The Secretary of Commerce testified before our committee only a few days ago that some 50 percent of the navigational aids is the allocation that was measurable to be charged to the military, not 90 percent, but 50 percent.

Mr. PRESTON. I do not know exactly; the gentleman may be entirely correct about that. But at any rate it would seem that the commercial operations are now sufficiently well established that they should be able to bear a share of the cost of these special facilities.

Mr. GROSS. I would go further. I am thinking in terms of the census. Perhaps some charge might be made to business in this country for information developed through the census, although I am not too sure about that. However, I hope that the gentleman and his subcommittee will go into all the ramifica-

tions of fees charged for services by the Department of Commerce.

Mr. PRESTON. A great deal of the information prepared by the census is published and sold through the Government Printing Office. A lot of it is furnished free to the users.

The next item, which I know there is considerable interest in, is the grant-in-aid program for the Air Force. We have provided the budget estimate of \$30 million which is as much as the CAA contemplates will be required to liquidate contract authorizations during the fiscal year 1957.

Mr. WILLIAMS of Mississippi. Mr. Chairman, will the gentleman yield?

Mr. PRESTON. I yield to the gentleman from Mississippi.

Mr. WILLIAMS of Mississippi. I am wondering if the committee was advised or knew that in connection with aid to Air Force terminal buildings which was authorized in the act last year that came from the Committee on Interstate and Foreign Commerce of which I am a member through administrative ruling the funds are being denied for building terminals which provide separate facilities in accordance with State laws? I have recently had an experience of that type in connection with aid which had been approved. The contracts had been let and everything was in order with respect to the application for repairs to the terminal building at Jackson, Miss. At the top level in the Department of Commerce inquiry was made as to whether it was contemplated that there would be separate facilities for white and colored patrons. The State of Mississippi requires that in accordance with State law. We were advised that cannot be done, therefore the State of Mississippi will not share in this Air Force Act. I wonder if the committee took that into consideration in arriving at this figure for the present year's appropriations and if perhaps they do not think we should cut down on account of the States which will not receive aid?

Mr. BOW. Mr. Chairman, will the gentleman yield?

Mr. PRESTON. I yield to the gentleman from Ohio.

Mr. BOW. Is it not a fact that the act of the Committee on Interstate and Foreign Commerce last year in the law that the gentleman refers to takes away all of the jurisdiction of the Appropriations Committee to consider that matter and puts it in the position where we now write the check for the bill which comes from the Congress to this committee? In other words, we no longer have control that the gentleman is speaking of.

Mr. WILLIAMS of Mississippi. The gentleman knows that the Appropriations Committee has control of appropriations.

Mr. BOW. We do not in this case, Mr. Chairman.

Mr. PRESTON. What the gentleman from Ohio [Mr. Bow] says is true. We simply liquidate the contract authority granted by the Congress to the agency. This is the first the committee has heard of the question that the gentleman from Mississippi raises. I may say to the gentleman that, although you would not qualify for the terminal facilities, you

would qualify for extension of runways and for the establishment of additional Air Force aids, such as light facilities and other things of that nature.

Mr. WILLIAMS of Mississippi. Attempts were made to amend that act in committee and if I recall on the floor to do the very same thing that they are now doing by regulation. The proponents of that kind of provision were roundly defeated both in the committee and in the House. The action taken by the Civil Aeronautics Administration is contrary to law and directly contrary to the will of this Congress. I think that either the gentleman's committee or the appropriate subcommittee of the Commerce Committee should look into this business of legislating by administrative action.

Mr. PRESTON. Well, I am sure that the Committee on Appropriations could not write any language in the bill that would cure that situation. That certainly would be legislation on an appropriation bill. It is an appropriate matter for the legislative committee, however.

Mr. WILLIAMS of Mississippi. I know the gentleman is sympathetic to the cause I am also supporting.

Mr. PRESTON. Indeed, I am.

Mr. WILLIAMS of Mississippi. I am wondering, in arriving at the figure that the committee recommends, if this figure includes some \$40,000 for a terminal building at Jackson, Miss., which we will not receive.

Mr. PRESTON. The program for 1957 has not been released by the Department of Commerce as yet. The committee is not aware of what it embraces. We have no opinion whatsoever on the 1957 program, I may say to the gentleman. The money in this bill is to liquidate contracts entered into in the 1956 fiscal year.

Mr. WILLIAMS of Mississippi. I thank the gentleman.

Mr. PRESTON. The 1957 program is due to be released approximately May 15.

Now, the next item is the Civil Aeronautics Board. There is an appropriation of \$4,550,000, an increase of \$160,000 over 1956 and a decrease of \$150,000 in the budget estimate.

The committee recommended the sum of \$15 million for payments to air carriers. This is a reduction of \$5 million in the budget estimate. This is in addition, of course, to a \$14 million carryover from fiscal 1956 into the fiscal year 1957. In carrying out the program for the next fiscal year, the committee has recommended that the needs of the local service carriers should be given priority of recognition.

There has been a small increase in the Coast and Geodetic Survey. In the Business and Defense Services Administration there is an increase of \$600,000 over 1956. That is a cut of \$300,000 below the budget estimate.

In the Bureau of Foreign Commerce there is an increase of \$269,500 over 1956 and a small decrease in the budget estimate.

The Office of Business Economics includes \$1 million for the coming year, an increase of \$40,000 over 1956 but a decrease of \$200,000 in the budget estimate.

The next item we have is maritime activities. This item has caused some concern in certain quarters, and the committee certainly wishes to make its position very clear on it. We have made a very sizable cut in this item. But we have done so only after the most careful consideration and a most intense questioning of the officials of the Administration, and we feel that a case was not made to justify the amount requested; certainly not at this time. This bill includes \$54.8 million for the ship construction program in the Maritime Administration. This is \$31,650,000 below the 1956 appropriation and is \$96.8 million less than the budget estimate. The largest request in this area was under the ship construction differential subsidies. We found upon examination of the Maritime Administration that firm contracts had not been entered into to replace existing ships that were contracted to be replaced under the operating differential subsidy program. In the absence of firm contracts, we concluded that we would not allow the \$88 million requested but cut that down to \$40 million. They could produce not one single firm signed contract. Their testimony was, to begin with, that they felt absolutely certain of eight ships. Then the following day they came back and amended that by saying they felt certain during 1957 they would contract for 18 ships. We think, in view of the fact that there is a \$23 million carryover from fiscal 1956, with no contracts yet executed on that amount of money, that the sum of \$40 million added to it, giving a total of \$63 million for fiscal 1957, would be adequate for anything in the foreseeable future. Now, should they have a sudden onslaught of contracts coming into finalization, then, of course, they can always come back with a supplemental request, and we will give consideration to it. But I think this will place some emphasis on the necessity for the Maritime Administration to insist that the shipping companies carry out the provisions of the contracts made under the operating differential subsidy provisions. This is a broad purpose activity. In giving operating subsidies we require that these ships when they reach a certain age—20 years—be traded in, that new ships be built to replace them, in order to maintain a strong merchant fleet. When the contracts are not complied with, when the ships are not traded in and new ones built, then the purpose of the program is defeated. By our action we are placing emphasis on the necessity of carrying out the intention of the Merchant Marine Act and to a greater degree accomplishing what we sought to do when it was passed by Congress.

For the Patent Office, we have provided an increase of \$2½ million over the 1956 fund. This represents an effort on the part of the committee to bring the work of the Patent Office as current as possible. It now takes 4 years to obtain a patent from the time it is filed by an inventor. We are making an effort to provide more patent examiners so that this lag can be brought down to 12 months. It would be desirable if we could make it 6 months. But it would

certainly be helpful if we could change the 4-year lag to one of 12 months. We think this increase will go a long way toward doing that. It is actually doubtful that the Patent Office can use all these funds during the coming fiscal year, but the committee is anxious to make certain that they do have sufficient funds to recruit additional patent examiners.

With reference to the Bureau of Public Roads, the committee has cut the item by \$25 million. I realize that this is a token cut; but this is a matter of the liquidation of contract authority. The budget request was \$800 million for this purpose, money owed the States for contracts fulfilled. We trimmed it by the small amount of \$25 million.

Mr. SPRINGER. Mr. Chairman, will the gentleman yield?

Mr. PRESTON. I gladly yield to the gentleman from Illinois.

Mr. SPRINGER. As I understood it from the Committee on Public Works last year, it was their intention that all the money that was raised by the gasoline tax, in the future, was to be devoted to the road program. May I ask the gentleman this question. How does \$775 million compare with the estimated receipts from taxes over the same period of time?

Mr. PRESTON. I would have to look that up in the hearings for the gentleman, and it would take some time. I should be glad to do that at the conclusion of my remarks and furnish the information to the gentleman. I could not turn to it at the moment.

Mr. SPRINGER. I should like to know if the long-time policy of the Committee on Appropriations is to appropriate all of that money and return it to the States.

Mr. PRESTON. The Committee on Appropriations, of course, only carries out the legislative committee's action. They have given contract authority. We simply pick up the check for it; that is all we do. We have no control over this item.

Mr. SPRINGER. There has been no policy on the part of the Committee on Appropriations on this point; that is what I would like to know.

Mr. PRESTON. The gentleman is correct. There is no policy as far as we are concerned. We are simply the paying agents for the legislative committee.

Mr. CURTIS of Missouri. Mr. Chairman, will the gentleman yield?

Mr. PRESTON. I yield to the gentleman from Missouri.

Mr. CURTIS of Missouri. The Committee on Appropriations, though, does look over the items to be sure that they are correctly in that category; is that correct?

Mr. PRESTON. The Committee on Appropriations does not look at the items in this particular appropriation, because it involves thousands of contracts all over the United States.

Mr. CURTIS of Missouri. Of course, I did not mean each item, but the committee does take cognizance of them and could make spot checks and probably does make spot checks; is that correct?

Mr. PRESTON. No; we do not make spot checks. We rely on the good offices of the General Accounting Office for that. It is not really within our province to deal with these things because of the

broad power that has already been granted the Bureau of Public Roads by the legislative committees and by the Congress.

Mr. CURTIS of Missouri. Under our new highway bill, I presume the gentleman's committee will not have any real jurisdiction over that, either, the way it has been set up?

Mr. PRESTON. My understanding is that we probably will not.

Mr. CURTIS of Missouri. I thank the gentleman.

Mr. MARSHALL. Mr. Chairman, will the gentleman yield?

Mr. PRESTON. I yield to the gentleman from Minnesota.

Mr. MARSHALL. Is it not a fact that the only possible way the Committee on Appropriations can take care of a situation of this kind is by writing legislation on an appropriation bill?

Mr. PRESTON. The gentleman is correct, and we do not write legislation on appropriation bills if we can possibly avoid it.

Mr. FLOOD. Mr. Chairman, will the gentleman yield?

Mr. PRESTON. I yield to the gentleman from Pennsylvania.

Mr. FLOOD. May I make an additional observation along that same line: It is my opinion that insofar as the road bill is concerned we will have even less jurisdiction on that proposed legislation than we have at the present time.

Mr. CURTIS of Missouri. That was my understanding. I thank the gentleman.

Mr. PRESTON. The next major item the committee has dealt with is the National Bureau of Standards. The committee has approved an amount of \$8,750,000 for the coming fiscal year, which represents an increase of \$1,336,500 over 1956 and a reduction of \$250,000 in the budget estimate.

The committee did this for two reasons: First, the importance of this Bureau to the rapidly advancing scientific developments in this country is increasing year by year. Second, in order to promote a stable and effective program, it is important that the Bureau finance a larger portion of its work from direct appropriation, rather than from transfers from other agencies.

It is interesting to note that the Bureau of Standards obtains perhaps twice as much funds from transfer from other agencies as it does from direct appropriation in this bill. That is essential work it is doing for the Defense Department and some other agencies, such as the Atomic Energy Commission. But we think that more emphasis should be placed on the type of work for which the Bureau was created rather than work done under transfer of funds.

We have provided that they report to the Congress the major programs undertaken for other agencies from transferred funds before entering upon them so that we can be sure that the effort of this Bureau is along the line the legislation contemplated when it was created.

Not enough is known about the operation of this agency, but it is of tremendous importance. It performs very useful services for industry, and it has to

its credit the creation of many ingenious devices that have meant a great deal to American industry in many of its techniques now employed. They have contributed to the wonderful assembly line production and the interchangeability of parts and that sort of thing. So we feel we were justified in taking the action we did in this connection.

The committee has deferred appropriating any money for the construction of a new building for the Bureau of Standards. We have not heretofore appropriated any money for planning; consequently the plans that were presented to us were rather vague. The exact location of the new site was not known at that time. Firm figures as to how much it would cost to install specialized equipment so necessary for the Bureau of Standards could not be given. For that reason and others, we decided that it would not be wise to appropriate at this time. We felt that some planning should be carried on which would give us more concrete figures.

We did not allow any funds for planning. Perhaps we should have. It is my personal position—and I do not speak for the committee—that if the other body sees fit to place a small amount, some reasonable figure, in the bill for planning for this purpose, I would be disposed to approve it. We must have something concrete to look at before we make a decision with reference to this building. The Bureau now occupies some 84 buildings. They are scattered around, and it makes for a very loose operation. It should be under one roof with a central powerplant and many other features which are so essential to the successful operation of the Bureau of Standards.

Mr. SISK. Mr. Chairman, will the gentleman yield?

Mr. PRESTON. I yield.

Mr. SISK. Would the gentleman return for a moment to the provision under the Bureau of Public Roads. I would like to ask a question with reference to forest highways. I notice that the committee has proposed a decrease of \$25 million below the budget estimate. I wonder if the gentleman could tell me whether or not any decrease is coming out of what may have been proposed for forest highway use. Is the gentleman aware of that or not?

Mr. PRESTON. Does the gentleman mean to refer to the payments to counties under the timber sales?

Mr. SISK. I refer to the funds which are provided to the States and to the counties to be used specifically for forest highways as distinguished, of course, from park service roads, and so forth.

Mr. FLOOD. Mr. Chairman, will the gentleman yield?

Mr. PRESTON. I yield.

Mr. FLOOD. The answer is "No"; that is not being taken out of that fund. In other words, the flat answer to the gentleman's question is "No; it is not."

Mr. SISK. So far as the gentleman knows, there is no cut in the moneys proposed to be set aside for that specific purpose?

Mr. FLOOD. I do not believe that was the gentleman's question.

Mr. PRESTON. This is what we have done. We have provided all the money that the Bureau of Public Roads could use in the fiscal year. There is no action against the forest highways here whatsoever.

Mr. SISK. I appreciate that statement very much. I am rather concerned in my area with reference to some forest highway construction and the people are particularly concerned, of course. The information I get through the Bureau of Public Roads and others is that there is a lack of funds and that is given as the reason that some of these roads cannot be extended or built. Of course, I was concerned about that. I appreciate the gentleman's statement. So far as you know, certainly, there was nothing taken from that fund.

Mr. PRESTON. Let me say this to the gentleman: This is a liquidation of contract authority. It will provide for all the funds contracted for in fiscal year 1956, and it will pay about one-third of commitments made in fiscal 1957. The amount appropriated is as much as could be completed in fiscal 1957.

Mr. SISK. I thank the gentleman.

Mr. FLOOD. Mr. Chairman, if the gentleman will yield, I might add that this committee, as you will see, gave the full budget request. As to the allocation of appropriated funds that comes under the jurisdiction of the Bureau of Public Roads. We have nothing to do with that. But, we gave what they asked for. We gave the full budget request for the forest roads.

Mr. SISK. I thank the gentleman.

Mrs. ROGERS of Massachusetts. Mr. Chairman, will the gentleman yield?

Mr. PRESTON. I yield to the gentleman from Massachusetts.

Mrs. ROGERS of Massachusetts. I think the gentleman is coming next to the Weather Bureau item?

Mr. PRESTON. The gentlewoman is correct.

Mrs. ROGERS of Massachusetts. Will the gentleman explain how much additional money has been given for the Weather Bureau in order that we may have notice of hurricanes, floods, and cyclones?

Mr. PRESTON. I will be glad to do so. I have a memorandum on this matter. I would like to point out to the gentlewoman and to the committee at large that the Weather Bureau has had exceptionally fine treatment at the hands of the Committee on Appropriations. In the bill before us, we have an increase for salaries and expenses of \$1,250,000. What we did in 1956 is most significant. We gave an increase in 1956 over the 1955 figure of \$9,400,000 which is the largest increase the Weather Bureau has had in its history. We have tried to provide for every type of warning that they would wish to install—for storms, hurricanes, tornadoes, and that sort of thing. This year we even increased the funds for continued research in that regard. I realize the trouble that the gentlewoman has had in her area with storms. We know the problem of flash floods. We feel we have provided sufficient funds for the Weather Bureau to perform its service.

Mrs. ROGERS of Massachusetts. I am very grateful, because we felt that if we had had earlier warnings the damage would not have been so great.

Mr. WIGGLESWORTH. Mr. Chairman, will the gentleman yield?

Mr. PRESTON. I yield.

Mr. WIGGLESWORTH. I would like to ask the gentleman 2 or 3 questions. Would the gentleman prefer that I do it now or in my own time?

Mr. PRESTON. I will be glad to have the gentleman ask them now, if he will.

Mr. WIGGLESWORTH. I thank the gentleman.

As one who is strongly in favor of the President's maritime construction program, I was concerned, as the gentleman knows, by the slash that has been made in the President's request by the subcommittee.

However, I have talked with the distinguished gentleman from Georgia and other members of the subcommittee off the record, and I want to ask 2 or 3 questions to make sure that my understanding is correct, on the record.

First, I understand that there is no desire whatsoever on the part of the subcommittee to cripple the President's maritime construction program, and that the action of the committee is largely based on a question of timing.

Mr. PRESTON. The gentleman is absolutely correct. There is no desire on our part to hamper or hinder the effective operation of the Maritime Act and ship-replacement program.

Mr. WIGGLESWORTH. Secondly, I further understand that the construction of the 3 prototype vessels at a cost of \$37.9 million has been deferred because of the possible lack of legislative authorization for the appropriation; that the Committee on Merchant Marine and Fisheries is ready to consider this matter immediately and that in the event of authorization by that committee the chairman of our subcommittee anticipates no difficulty in securing the necessary funds.

Is that understanding correct?

Mr. PRESTON. We have received a statement from the distinguished chairman of the Committee on Merchant Marine and Fisheries, Mr. BONNER, that he will proceed to have hearings on that matter. The committee has not said it would approve the ships if the legislative committee acts. It has said it would give serious consideration to the matter. We did not consider the wisdom of building the ships. We deferred the action because of lack of legislative authorization.

Mr. WIGGLESWORTH. The subcommittee deferred action solely because of possible lack of legislative authority.

Mr. PRESTON. The gentleman is correct.

Mr. WIGGLESWORTH. My third question is this: Is my understanding correct that the balance of the cut made in the construction funds requested was made for the most part in the belief that \$23 million in carryover, plus \$40 million in new money, a total of \$63 million, should be sufficient to meet the requirements foreseeable at this time, particularly in view of the fact that a

contract has yet been concluded against the \$23 million carryover made available last year; and that if and when further needs are justified, either at the other end of the Capitol in connection with this bill or in connection with a supplemental bill, the chairman of the subcommittee anticipates no difficulty in securing the necessary funds?

Mr. PRESTON. The gentleman is entirely correct. There was no disposition on the part of the committee to deny funds because of any criticism of the program. We believe in the program. We think it is necessary. We think it is essential to keep our shipyards in operation and to have trained personnel so that they can be utilized in the event of an emergency.

It is a very important program. We felt that there was no need for a larger appropriation in the foreseeable future, in the absence of any contracts having been entered into. Perhaps it would emphasize to the shipping companies that they should live up to their operational subsidy and replace these old ships.

Mr. WIGGLESWORTH. I thank the gentleman for his assurance, and I can only express the hope that the Maritime Board, which is apparently not happy in the action taken, will present its case fully and fairly at the other end of the Capitol in order that there may be no possibility or crippling the program. I am sure the House does not want to be a party to that action.

Mr. PRESTON. I thank the gentleman.

Mr. BONNER. Mr. Chairman, will the gentleman yield?

Mr. PRESTON. I yield to the gentleman from North Carolina.

Mr. BONNER. I would like also to call this to the attention of the gentleman from Massachusetts.

The Merchant Marine Committee of the House, the full committee, has no desire to do other than carry out an active vigorous building program, but we want to carry it out in an approved manner.

Last fall we asked the Maritime Administration to send down their program in time that we would have it in January at the beginning of this session so we could hold hearings, and act on such proposals as might be desired. Again we wrote a letter that insured that both majority and minority of the committee were anxious to have such views as the administration cared to offer, so that proper legislation and proper procedure would be carried out.

There is no desire on the part of the committee to cripple the administration in its building program.

With respect to the nuclear ship, this House has passed a bill providing for such a ship, and the bill is in the Senate. I have been informed that the bill in the Senate is going to be referred back to the proper committee and that action will be taken on it. So as I say, as of this date, the Merchant Marine Committee has not received the bill from the Maritime Board. We are ready to and will hold hearings immediately if the chairman of the Maritime Board will send down a bill. I think I will be sub-

stantiated in this statement by the ranking member of the committee, the gentleman from California [Mr. ALLEN] who is just as enthusiastic about this program as is the chairman of the committee.

Mr. ALLEN of California. Mr. Chairman, will the gentleman yield?

Mr. PRESTON. I yield to the gentleman from California.

Mr. ALLEN of California. My chairman has stated the facts exactly. The attitude of our committee is that we are desirous that the Maritime Board send the legislation to us. As the chairman has indicated, there will be an immediate hearing, and the temper of the committee is to encourage in the fullest the proper amount of shipbuilding and ship construction in this country.

Mr. WIGGLESWORTH. If the gentleman will yield further, I would like to say that I am aware of the keen interest of both of the distinguished gentlemen who have just spoken in reference to the construction program, and that I appreciate the assurances they have given on behalf of the Merchant Marine and Fisheries Committee.

Mr. BONNER. There is no desire to delay.

Mr. GROSS. Mr. Chairman, will the gentleman yield?

Mr. PRESTON. I yield to the gentleman from Iowa.

Mr. GROSS. In connection with this shipbuilding proposal, the appropriations subcommittee deserves the commendation of the House for declining to proceed without authorization on the part of the proper legislative committee. I want to commend the subcommittee for taking the position it has. In this connection the gentleman well knows that I have been very critical of certain recent usurpations of legislative authority by the Appropriations Committee.

Mr. PRESTON. I thank the gentleman.

Mrs. ROGERS of Massachusetts. Mr. Chairman, will the gentleman yield?

Mr. PRESTON. I yield to the gentleman from Massachusetts.

Mrs. ROGERS of Massachusetts. I note with pleasure that there is no cut in the money for the Maritime Training School.

Mr. PRESTON. No cut, none at all. There is an increase of \$15,000 for the Maritime Academy.

Mrs. ROGERS of Massachusetts. I thank the chairman of the committee again. I am very glad.

Mr. BONNER. Mr. Chairman, will the gentleman yield at that point?

Mr. PRESTON. Certainly.

Mr. BONNER. With respect to the section Maritime Affairs, on page 16, line 5, I discussed this matter with the gentleman. I merely want to ask a question with reference to the meaning of the word "activation." Does that mean that ships may be taken from the reserve fleet on request and activated for charter?

Mr. PRESTON. Ships may be taken from the reserve fleet after hearings have been held by the Maritime Board and justifiable need shown.

Mr. BONNER. I merely wanted to clear this up because the distinguished

gentleman from Georgia came to me on this subject and I made a report to the Merchant Marine Committee that we had discussed it, that a situation now exists, and I would say it is acute, where in all probability there should be some augmentation of the available American-flag fleet for bulk cargo, and I have no objection to its being in a deficiency bill, because I know it is an acute matter.

I have also, with the cooperation and approval of the gentleman from California [Mr. ALLEN], the ranking member acting on the committee, notified the Maritime Board that they should send down legislation to take care of situations like this so we could properly authorize it. There are reasons why this should not be done in a harum-scarum sort of manner without first giving the industry a chance to come in.

With the assurance from the gentleman that the funds in this appropriation bill will not be used until proper authorization is given to the legislation, I shall not object or raise a point against the language here.

Mr. PRESTON. May I say to the gentleman that I had hoped to have an opportunity to discuss the matter with him further before the bill came to the floor this morning. Unfortunately I have been away on some speaking engagements.

Mr. BONNER. The gentleman is acting in good faith, I am sure.

Mr. PRESTON. I simply want to call the gentleman's attention to this pertinent fact. The gentleman is correct in stating his position.

Mr. BONNER. We would not raise a point of order in a supplemental appropriation bill.

Mr. PRESTON. I will discuss the matter with the gentleman further, but I am afraid I am going to be put in the position of acting in bad faith if I offer a committee amendment to strike the language since I prevailed upon the conferees in the supplemental appropriation bill to put this same language in that bill in order that we might solve the crisis that exists in shipping. I told them it was in the 1957 bill and that we would merely adopt the same language for the remaining portion of the present fiscal year. It may complicate what has already been done. But I would like to discuss the matter with the gentleman further before we reach a decision.

Mr. BONNER. I certainly will discuss the matter. I do want the RECORD to show that these funds will not be used for this purpose until the Maritime Board has sent down proper legislation to the committee which will be promptly acted on. I am sure that the action of the Committee on Merchant Marine and Fisheries will take place before these funds can become available.

Mr. PRESTON. That would please me very much. I certainly have the greatest desire to maintain the prerogatives of the legislative committee. I do not wish to encroach upon those prerogatives. I hop that whatever we do today, we will not jeopardize the language we have put in the supplemental bill now in conference, because the situation is so acute. Space on American ships is at

such a premium today that we need to take some small number of these ships out of mothballs in order to solve the problem and allow American exports, American companies, to deliver the goods they have contracted for abroad and for which they have performance bonds executed.

Mr. BONNER. May I say it will depend on the Maritime Board sending legislation promptly to our subcommittee or to our committee so that we can properly act on this matter before the present appropriation becomes available.

Mr. PRESTON. May I say to the gentleman that the chairman of the Committee on Merchant Marine and Fisheries is a Member of high standing in this body and recognized by everyone as having excellent judgment. The gentleman does not mean to say he is going to wait upon a Government agency to submit legislation before he acts, does he? Why cannot the gentleman introduce the legislation irrespective of what the Maritime Administration says?

Mr. BONNER. The point of it is that the Maritime Board should have come to our committee instead of going to the Appropriations Committee. The gentleman knows that a point of order will hold against this matter?

Mr. PRESTON. I acknowledge that.

Mr. BONNER. The gentleman concedes that. I want to be fair. I appreciate the gentleman's situation. But I want to bring this activity back in line so its conduct will be such that it will not bring about improper management.

Mr. PRESTON. Suppose the Maritime Administration does not send such a request to the gentleman's committee, are you going to be left without the language?

Mr. BONNER. I feel they will. We have requested that they offer the legislation.

Mr. PRESTON. The gentleman from North Carolina would be in the position of preventing us from using the revolving fund to take ships out of moth balls to meet the challenge of the shortage of space for cargo that exists today in this country.

Mr. BONNER. The situation might clear up in 10 days or a week. That is something that should be looked into.

Mr. PRESTON. Every indication is that this situation will prevail for at least 2 years or longer. I do not see why we should quibble over who does it when a situation is serious. It is so serious that foreign-flag tramp vessels are charging more money today to carry American cargoes than the regular subsidized American lines.

Mr. BONNER. I agree with the gentleman.

Mr. PRESTON. If the Maritime officials do not do it, then it is up to those who are in a position in the House and in the Congress to do it. So I hope the gentleman from North Carolina will not stand back on the niceties of the situation and wait until the Administrator comes in with hat in hand and makes the request.

Mr. BONNER. He does not have to come in hat in hand. If he will only

carry out his directives and the obligations that are placed on him in accepting the position that he holds, this situation would not have arisen. I am going to cooperate with the gentleman.

Mr. PRESTON. And I shall cooperate with the gentleman, also.

Mr. BONNER. But I want this RECORD to show it, and I want the administration to read this RECORD.

Mr. PRESTON. I quite agree with the gentleman.

Mr. CRETELLA. Mr. Chairman, will the gentleman yield?

Mr. PRESTON. I yield to the gentleman from Connecticut.

Mr. CRETELLA. On page 9 of the report, under the heading "Weather Bureau," this language appears:

The total of \$35,400,000 is included in the bill for the coming fiscal year * * * the amount proposed will permit the strengthening of the general weather services.

I wonder if the gentleman can give me some information as to what extent New England, and the State of Connecticut particularly, is going to be benefited by that appropriation. What is provided in the bill for New England and Connecticut for Weather Bureau improvements?

Mr. PRESTON. These two items are related. The next item provides for the establishment of meteorological facilities. This increase of \$9.6 million over 1955 cannot be spent all in 1 year. It is spent in a number of fiscal years, perhaps 2 or 3. Some of the funds in this fiscal year will actually be spent in 1957. With what we are adding to that, we are simply strengthening what they had last year, which was the highest in history. I wish to point out that 13 additional surveillance radar installations for detecting and tracking major storms were added, and this is in addition to what we have already provided.

Mr. CRETELLA. I have run into the situation in New Haven, where we have had terrific storms and hurricanes, where I am told by the department that because of lack of funds it cannot provide facilities and the proper personnel to help out in that station. I wonder why.

Mr. PRESTON. Well, you know, there is something about these agencies that I have learned since I have been on the Committee on Appropriations. When you go to fatten them up, they are not satisfied. We gave them this big increase of \$9 million plus last year, and when the director, Dr. Reichelderfer, came back from Europe, he was so amazed at this big increase, that he decided to send up a supplemental request last year, and we did not allow it. Now they are telling people they have no funds. They have more money than they ever had before; \$9 million more than the year before.

It is strange to me, may I say to the gentleman, that they give you people in New England that sort of information. I think our committee would be interested in having them come before us and telling us why they do not have funds to give some assistance. We recognize the need for it.

Mr. CRETELLA. That is what I have been told, and I had to beg to get a mere telephone installed in the New Haven station, a tape recorder to record the Weather Bureau reports for the public. That is the extent of the help we get there.

Mr. PRESTON. Does the gentleman mean to say you have no weather station in New Haven?

Mr. CRETELLA. We have, but we do need additional facilities and additional personnel, and we have not been able to procure them.

Mr. PRESTON. The gentleman's question hinges on increased personnel in a weather station that has been operating, and whether it is satisfactory. But in the area of providing facilities in the storm areas, there is no justification for their not being able to do it.

Mr. CRETELLA. We are in the middle of a storm area and have been and probably will be for a long time.

Mr. PRESTON. What additional will these facilities do to improve what you already have?

Mr. CRETELLA. All it is is a tape recording so that when you call the Weather Bureau you get a tape recording of the weather conditions in the area, no matter what the purpose of your call may otherwise be.

Mr. PRESTON. I will say in conclusion that the other items in the bill are relatively small. We have appropriated the budget estimate for the Small Business Administration. That estimate has not been cut. It is adequate now to meet the needs of the agency.

Mr. CLEVENGER. Mr. Chairman, I yield myself such time as I may consume.

Mr. Chairman, the chairman of our committee has done his customary thorough job of explaining this bill to the Committee.

Mr. Chairman, the total of the appropriations carried in this bill for the Department of Commerce and related agencies is \$1,382,003,000. The amount recommended is \$140,670,000 below the total of the budget estimates and is \$96,995,500 below the amount appropriated for the current fiscal year.

The budget estimates for the Department of Commerce, including funds for the Civil Aeronautics Board total \$1,453,568,000. The total amount recommended in the bill for the Department of Commerce is \$1,313,153,000. The three largest items are the Bureau of Public Roads, the Maritime Activities, and the Civil Aeronautics Administration. These 3 activities alone account for over 86 percent of the total funds in this bill.

For the Bureau of Public Roads the Committee recommends \$799 million. This is \$30,730,000 less than for the current fiscal year but when the amount appropriated for the Inter-American Highway is deducted since no funds were requested therefore this year, the amount provided for comparable items is actually \$32,250,000 over the funds appropriated for the current fiscal year.

The sum of \$196,847,000 is included in the bill for maritime activities. Of this amount \$54,800,000 is for ship construction; \$124 million is for operating-

differential subsidies; \$15,187,000 for salaries and expenses; \$2,200,000 for maritime training; and \$660,000 for State marine schools.

The committee has included the sum of \$196,113,000 in the bill for the Civil Aeronautics Administration. This represents an increase of \$26,797,500 over the amount appropriated for the current fiscal year for this agency. The largest part of this total, \$125 million, is for operation and regulation; \$37,500,000 is for establishment of air navigation facilities; and \$30 million for grants-in-aid for airports—liquidation of contract authorization.

A total of \$10,313,000 is included in the bill for the Census Bureau. Of this amount \$7,413,000 is for salaries and expenses; \$1,750,000 for a census of governments and \$1 million for a national housing inventory. There is also included \$150,000 for preparation for the 1958 census of business, manufacturers, and mineral industries.

The committee recommends \$17 million, the full amount of the budget estimate for the Patent Office in an effort to eliminate the backlog of patent applications existing at the present time so as to cut down the length of time it takes to obtain a patent.

The total amount of \$37,900,000 is included in the bill for the Weather Bureau, of which \$35,400,000 is for salaries and expenses and \$2,500,000 for establishment of meteorological facilities. The amount allowed for salaries and expenses will provide an increase of over \$1 million on hurricane, tornado, and related research.

The committee has allowed a total of \$9,200,000 for the National Bureau of Standards. The request for \$2,750,000 for the acquisition of lands and design of facilities to be constructed for this Bureau was not allowed. The chairman acquainted you with the reasons for that.

The sum of \$10,800,000 for salaries and expenses for the Coast and Geodetic Survey is included in the bill. This is an increase of \$76,000 over the current fiscal year. The sum of \$3,400,000 is also recommended for designing, constructing, equipping, and outfitting a new surveying ship.

For Business and Defense Services Administration there is included in the bill \$7,200,000, an increase of \$600,000 over the amount appropriated for the current fiscal year and a decrease of \$300,000 in the budget estimate. A total of \$2,400,000 is included for salaries and expenses of the Bureau of Foreign Commerce and \$1 million for the Office of Business Economics.

The sum of \$2,425,000 is included in the bill for salaries and expenses, general administration, which includes the Office of the Secretary.

A total of \$19,550,000 is contained in the bill for Civil Aeronautics Board, of which \$15 million is for payments to air carriers and the remainder for salaries and expenses.

The sum of \$15,410,000 is recommended for operating expenses, Canal Zone Government, an increase of \$462,-

000 over the current fiscal year but a decrease of \$250,000 in the budget estimate.

For the Small Business Administration the sum of \$7 million, the full amount of the budget estimate is recommended for salaries and expenses. Of this amount \$1,890,000 is a direct appropriation and the remainder is obtained by transfer. Also recommended is the sum of \$50 million for the revolving fund for this agency.

I may say that during this late emergency in the storm areas this agency has performed a notable service. There should not be a tendency for everybody to regard this as a giveaway agency, from which we can just reach in and get money for everybody, but the committee feels that they are doing an excellent job in their authorized activities. By way of passing may I remind you that this committee took a look 3 years ago and 2 years ago at the air subsidies, and the action of the committee resulted in the saving of some \$37 million by directing the attention of the Board to a matter of air subsidies.

The committee recommends \$1,550,000 for the Tariff Commission, a reduction of only \$5,000 in the budget estimate.

I have not covered every single item in the bill nor have I gone into more detail inasmuch as the chairman of the committee has covered most of them and the committee report sets forth the action in each instance.

In my experience in the committee I do not know of a more conscientious and thorough job than our chairman has done on this present bill.

While there may be items in the bill on which each of us on the committee had a little different idea, I believe that in general we have a pretty good bill, and urge its passage.

Mr. PRESTON. Mr. Chairman, I yield such time as he may desire to the gentleman from Wisconsin [Mr. REUSS].

(Mr. REUSS asked and was given permission to revise and extend his remarks.)

Mr. REUSS. Mr. Chairman, the Appropriations Committee deserves the highest praise for reducing the subsidy payments to air carriers to \$15 million, from the budget request of \$20 million, and for urging the Civil Aeronautics Board to further curtail subsidy payments, while recognizing the needs of local service-type carriers for priority of such subsidies as are given.

I should like to add my voice to that of the committee to urge the CAB to save every penny possible from the \$15 million of new money contained in this appropriation bill. I point out that last year, with an appropriation of \$52,500,000, \$14,369,838 remains unspent. Of the more than \$29 million available for 1957 under this appropriation bill, together with the carryover from the 1956 appropriation, at least \$6 million can and should be saved for the taxpayers by prudent administration on the part of the CAB.

This \$6 million is presently programed for subsidy payment by the CAB to Pan American World Airlines as subsidy for its international operations. The ques-

tion which the CAB must repeatedly ask in the next fiscal year is: Is this \$6 million subsidy to Pan American really necessary?

Certainly America's hard-pressed taxpayers have a right to insist that the CAB ask the prudent and proper questions before turning over the \$6 million, or any part of it, to Pan American. America's taxpayers are being told by the administration that they cannot have a tax reduction this year because of the need for balancing the budget. If taxpayers are to be asked to pay taxes at their current rates, they at least have the right to insist that the expenditure of this \$6 million subsidy to Pan American be given a critical reexamination.

Here are some of the questions which ought to be thoroughly answered before CAB pays out one further penny of taxpayers' money to Pan American:

First. Is not Pan American big enough and has it not been subsidized long enough, so that we can take it off the taxpayers' back? Our policy over the last decades of encouraging American air carriers has been highly successful. Since 1928, Pan American has received \$417 million in mail pay—including \$42 million paid to its subsidiary, Panagra—of which a large part was subsidy. During 1946-54 alone, Pan American received \$213 million—including \$14 million paid to Panagra—as subsidy in addition to its mail pay. During this period Pan American increased its traffic from 97 million revenue ton-miles annually to 320 million revenue ton-miles annually. Total revenues for the period 1946-54 have exceeded \$1 billion. Of the 10 American-flag carriers in the international field, Pan American alone carries more than 60 percent of the traffic, 4 times the amount carried by its nearest competitor, Trans-World Airlines. Yet several of these smaller international carriers, such as TWA, Delta, and Northwest, are operating completely subsidy free, despite annual revenues far smaller than Pan American. Nevertheless, out of the approximately \$7 million proposed 1957 international subsidy, Pan American is to receive more than \$6 million, leaving less than \$1 million for subsidy for the remaining 8 international carriers. Congress, in the Civil Aeronautics Act of 1938, set up as a criterion for CAB regulation "competition to the extent necessary to assure the sound development of an air transportation system properly adapted to the needs of foreign and domestic commerce of the United States, of the postal service, and of the national defense"—section 2 (d). Certainly we do not help other flag carriers to compete against Pan American by further subsidies to this giant.

Second. Why should estimates of revenue increases be used to reduce subsidies for small domestic local service-type carriers, yet not be used to reduce or eliminate the subsidy for Pan American? In fixing the subsidies for certain local service-type carriers, such as North Central and Ozark Airlines, both of which serve my constituency in Milwaukee, Wis., the CAB has projected past revenue increases into the future and reduced

the subsidy accordingly—perfectly properly, in my opinion. Between September 30, 1954 and September 30, 1955, Pan American's transportation revenues increased by \$30 million. The CAB used this, in December 1955, to reduce Pan American's subsidy from \$22 million in 1954 to \$10 million in 1955. If the same rate of improvement continues into 1956, Pan American's subsidy can and should be eliminated entirely. If a subsidy reduction is in order for a small local service-type carrier, it should likewise be in order for Pan American.

Third. What evidence is recorded before the CAB that Pan American's subsidized routes, with their present scheduled frequencies, are so necessary to this country as to be worth the subsidy? It is sometimes pointed out that certain of Pan American's routes, such as the routes to Scandinavia with 3 flights weekly, and Africa with 2 flights weekly, are costly to maintain, but are necessary in the national interest. Have the Department of State, the Department of Defense, and the Post Office Department currently filed with the CAB requests that these routes, with the scheduled frequencies, be maintained by Pan American, as essential to our national defense or foreign commerce?

Fourth. Has the CAB offered to assign Pan American's subsidized routes to some of the nonsubsidized American carriers, such as TWA, Delta, and Northwest? There is every reason to believe that all three of these would gladly operate any of Pan American's subsidized routes without a cent of cost to the Government, thus saving the taxpayers \$6 million a year. Incidentally, one of the best ways I can think of to start making Pan American as efficient as its unsubsidized competitors is to remove the crutch of subsidy and make it start walking for itself.

Fifth. Is the CAB justified in paying Pan American another penny of subsidy without conducting a thoroughgoing audit of Pan American on a systemwide basis? The Appropriations Committee "specifically recommends that further comprehensive studies be made during the coming year with respect to subsidy requirements, fares and rates." Surely this study should include a comprehensive audit of Pan American before, not after, the money is paid out. Included in the audit should be a thoroughgoing look at Pan American's vast network of affiliated companies, in at least two fields:

(A) Foreign air carriers, in 13 of which Pan American has a substantial stock interest and an interlocking agreement concerning ticket sales. For example, Pan American has a 38-percent interest in Avianca, a Colombian airline, and a 48-percent interest in Panair do Brasil, a Brazilian airline. Any profits that Pan American makes from these investments in foreign air carriers should of course be used to reduce the subsidies that American taxpayers are asked to contribute. Yet until CAB gets busy and audits the books of these subsidiaries, there is no way of telling how much of their profits are being drained off or otherwise short-stopped before they ever get to Pan

American's coffers. Moreover, these Pan American affiliates are in sharp competition, particularly in Latin American areas, with American-flag carriers such as Braniff and Delta. Do we wish to continue subsidy by American taxpayers, without benefit of audit, to Pan American to the tune of \$6 million a year, only to permit subsidized competition by Pan American and its foreign-flag affiliates with American carriers? Yet this is exactly what we are doing today.

(B) Pan American owns Intercontinental Hotels Corp., which operates luxury hotels throughout the world. Since we have no audit of this hotel operation, we cannot tell to what extent these hotels are being milked of funds which, were the funds available to Pan American, would make a subsidy unnecessary. We do know that on July 14, 1953, Pan American made an interest-free loan to its subsidiary, Intercontinental Hotels Corp., of \$2 million. At 4 percent interest the normal return on a loan like this would be \$80,000 a year. To the extent that these hotels escape the eye of CAB, American taxpayers are forced to kick in this \$80,000. I cannot believe that these foreign hotels serve any valid United States interest. For example, the Victoria Plaza at Montevideo, Uruguay, advertises "cocktail lounge and sapphire room offer Montevidean interpretations of an enchanted evening." The Hotel Reforma in Mexico City advertises "the international society that congregates in the Reforma adds a further dash of color and excitement to a thrilling visit in Mexico City." The Hotel Grande at Belem, Brazil, announces that its "spacious guest rooms reflect the magnificence of the days of the Amazon throne, yet incorporate every modern facility for comfort and repose, with such features as tile baths, handsome appointments, and deeply comfortable beds." The Hotel Tequencema in Bogotá, Colombia, boasts a "magnificent kidney-shaped pool where people may sip our fine drinks in comfort."

Sixth. Is it not time to stop a rather conspicuous governmental policy of favoring Pan American? The unjustified subsidy is merely one aspect of what seems almost to be a national policy of favoring Pan American. In January 1955 the President, reversing a unanimous decision of the CAB, attempted to remove Northwest Airlines from the west coast-Hawaii route and give a monopoly to Pan American, even though Northwest was off of subsidy and Pan American was being subsidized to the tune of some \$22 million annually. There were outraged protests and the President had to beat a hasty retreat. But without the protests Pan American would have garnered another unfair advantage over its competitors. And as recently as last January the White House directed the CAB to set down for hearing Pan American's application to compete with Northwest's Seattle-Tokyo route, at the same time refusing Northwest's request to compete with Pan American's California-Tokyo routes.

Mr. Chairman, I hope that the CAB will ask these questions searchingly and will give the Appropriations Committee

next year the benefit of the answers obtained.

Mr. PRESTON. Mr. Chairman, we have no further requests for time.

Mr. CLEVENGER. Mr. Chairman, we have no further requests for time, and I yield back the balance of my time.

The CHAIRMAN. The Clerk will read. The Clerk read as follows:

Payments to air carriers: For payments to air carriers of so much of the compensation fixed and determined by the Civil Aeronautics Board under section 406 of the Civil Aeronautics Act of 1938, as amended (49 U. S. C. 486), as is payable by the Civil Aeronautics Board pursuant to Reorganization Plan No. 10 of 1953; \$15,000,000, to remain available until expended.

Mr. FLOOD. Mr. Chairman, I offer an amendment.

The Clerk read as follows:

Amendment offered by Mr. FLOOD: On page 7, line 1, strike out "\$15,000,000" and insert "\$7,245,504."

Mr. FLOOD. Mr. Chairman, I ask unanimous consent to proceed for 5 additional minutes.

The CHAIRMAN. Without objection, it is so ordered.

There was no objection.

Mr. FLOOD. Mr. Chairman, the purpose and the object of my amendment is very clear and very simple, and at least, in my opinion, not at all complicated. The figure which I asked to substitute is on page 7, line 1, instead of \$15 million it will be \$7,246,000. What I want to do there is to prevent the taxpayers' money from being used to pay income taxes for certain airlines. Now what is the matter with that? I want to make it very clear that I am not striking, at least at this point, at the idea of subsidies. I want to make it very clear that this committee has done a gigantic and commendable job down through the years in eliminating, so far as it has been reasonable and possible under the circumstances, year by year, subsidies to airline. They are to be commended. This goes back to the days when I sat on this subcommittee when the gentleman from New York [Mr. ROONEY] was chairman; when it was then the State, Justice, and Commerce bill. Under the chairmanship of the gentleman from Georgia [Mr. PRESTON], it is the Subcommittee on Commerce, upon which I now sit. Under the chairmanship of the distinguished gentleman from Ohio [Mr. CLEVENGER], who also commendably led and joined in this fight to cut down, as far as reasonably possible under the circumstances, subsidies to air lines.

This year, gentlemen, some important new information has appeared on what the CAB intends to do with the subsidies.

Unfortunately, the CAB did not supply this document until some two weeks after our subcommittee had marked-up the bill on April 13. This is a document worthy of our attention because it accounts for almost two-thirds of the CAB request for new money for subsidies which is now before us.

I regret that the CAB did not make this information available to our subcommittee prior to the mark-up, but at least we have gotten this particular piece of information out of them, for the first time in history.

The information is buried at the very back of the printed hearings on the Department of Commerce on page 1011. It is a table inserted by the CAB—at the request of the distinguished gentleman from New York [Mr. ROONEY] on page 825 of the hearings—indicating that of the subsidies being requested by CAB—consisting of \$20 million of new money and language authorizing the spending in 1957 of a leftover of \$14,369,838, for a total of \$34,369,838—the huge sum of \$12,754,496 of these subsidies would, if enough money is appropriated by the Congress, be used to pay the Federal income taxes, at the public expense of certain private airline companies. Of this tax subsidy, approximately 76 percent would go to Pan American World Airways System, Inc.

Mr. Chairman, I insert the tabulation at this point in the body of the RECORD:

Information on Federal income-tax estimates

	Income taxes for calendar year 1955 as reported by carriers to CAB on form 41	Portion of subsidy estimated to cover Federal income-tax liability	
		Fiscal year 1955	Fiscal year 1957
	(1)	(2)	(3)
Colonial.....	\$61	(1)	0
Continental.....	390,038	\$255,000	\$580,000
Northeast.....	124,893	410,000	410,000
Allegheny.....	0	(1)	0
Bonanza.....	502	(1)	0
Central.....	0	0	0
Frontier.....	73,119	74,627	74,627
Lake Central.....	0	0	0
Mohawk.....	0	79,023	80,000
North Central.....	18,000	0	0
Ozark.....	-272	(1)	0
Piedmont.....	35,966	(1)	133,512
Southern.....	13,516	0	0
Southwest.....	58,565	78,483	104,000
Trans-Texas.....	97,801	78,922	115,791
West Coast.....	0	(1)	0
Helicopter.....	61,569	11,734	12,000
Los Angeles.....	90,680	56,481	60,000
New York.....	49,704	83,199	85,000
Alaska Airlines.....	0	0	0
Alaska Coastal.....	0	9,380	9,380
Byers.....	4,947	1,219	1,219
Cordova.....	24,137	5,921	4,794
Ellis.....	20,650	28,516	28,516
Northern Consolidated.....	124,045	36,505	47,542
Pacific Northern.....	413,359	(1)	150,000
Reeve.....	49,999	5,754	5,754
Wien.....	139,602	29,933	37,361
Hawaiian.....	0	0	0
Trans-Pacific.....	8,112	0	0
Braniff.....	1,653,000	1,267,666	687,000
Caribbean.....	7,740	8,120	18,000
Panagra.....	400,000	(1)	800,000
Pan American.....	7,220,000	(1)	29,310,000
Total.....	11,079,733	2,520,483	12,754,496

¹ Final mail rates not yet established for all or part of fiscal year 1955.
² 76 percent.

Let me add this: Under no circumstances do I want you to think that I am striking at small feeder lines or helicopter lines. Quite the contrary. The smaller they are the better I like them. This is not to be construed as an attempt to remotely injure the small airlines. As a matter of fact, in this report of the subcommittee today you will find language which expressly indicates in the distribution and payment of subsidies to airlines, priority—and the word is the committee's word—priorities shall be given in the payment of all subsidies to the small feeder airlines, including small helicopter lines. So eliminate that from your minds at once. If you are worried about the little fellow get-

ting hurt, forget about it. As far as I am concerned, I am the last man in this House who would want to hurt him.

If you will refer to the testimony in the hearings before this subcommittee, you will find, at page 1011, where, at the request of the gentleman from New York [Mr. ROONEY] the Civil Aeronautics Board for the first time provided this House with a list of airlines who received subsidies, and the amount they received. There you will find a list of the lines getting these subsidies, some of them getting a small amount, but Pan American, the big boy, gets \$9 million—nearly \$10 million of subsidy given to the Pan American Airline to pay its income tax.

It is patent and obvious, I am not against subsidies to Pan American. I am not against a subsidy to any line under certain circumstances, when I know what the circumstances are. All this amendment does, Mr. Chairman, is to eliminate in the payment of subsidies, the earmarking of any taxpayers' funds to pay the income tax for any airline, including nearly \$10 million for Pan American.

I have nothing against Pan American. If I were going to Europe tomorrow, either at the expense of the taxpayers or at my own expense, I think I would probably fly Pan American. It is a great airline. If that makes them happy to have me say so, I do not mind saying it. If there is any way they can make money and I can help them, I would be glad to do it. If they want a certificated line to Florida, I hope they get it. They are talking about a line from Boston to Miami in competition with National and some others. If certification is going to make them money and take them off the backs of the taxpayers, I hope they get that line, and it will help the city of Philadelphia as well.

I will tell you what else you can do. You can take the business off of MATS, which is now in competition with our airlines.

Now if you want to give PanAm or some of these other people an opportunity to make money—and I think they should have it—take MATS, take the Military Air Transport Service out of competition with private business. The Defense Department says, "Let's take the Armed Forces out of competition with private business," so we have eliminated the Defense Department from being in competition on hot-dog stands, beauty parlors, shoeshine parlors, coffee bars, and all that cat and dog business, but if you really want to take them out of competition—and I am sure my friends over here do on behalf of big business and all kinds of business—take MATS out of competition, give the airlines this business that the Government is doing itself but which private business people should have. Then you will not need this subsidy.

Mr. CELLER. Mr. Chairman, will the gentleman yield?

Mr. FLOOD. I yield to the gentleman from New York.

Mr. CELLER. Does the gentleman know that this morning before the Judiciary Committee testimony was given by the Comptroller General of the United States to the effect that there has been

no general fare investigation by the Civil Aeronautics Board since 1938? And the Comptroller General said that the failure of the Civil Aeronautics Board to conduct a general fare investigation was most unfortunate, and that furthermore testimony was given by that distinguished gentleman, operating an independent agency, with reference to the Pan American Corp. that that company controls a number of affiliates and subsidiaries operating in foreign countries; that when it comes to auditing the income of the Pan American Corp., the Comptroller General of the United States and the CAB run into great difficulties. It would appear that services and cost thereof rendered by Pan American to its foreign subsidiaries and affiliates can be subject to complete audit but, vice versa, services and invoices thereof rendered to the mother company by its subsidiaries and affiliates in foreign lands cannot be audited or investigated. The Comptroller General deplored this inconsistency and implied it gave rise to uncertainties and doubts. I would say that this inability thoroughly to check and properly audit these activities presents an anomaly and is not conducive to the public interest.

The Comptroller General also stated that his agents could check and audit the cost of services rendered by Pan American to its affiliates and subsidiaries in foreign countries but could not audit the invoices—and basis for same—for services rendered by such affiliates and subsidiaries for Pan American. The Comptroller General had to accept invoices but could not go behind these invoices rendered to the mother company to see if they were justified. This, of course, is a most anomalous situation, both for CAB and the Comptroller General and not conducive to the public welfare.

Mr. FLOOD. May I interrupt? Will not the gentleman take 5 minutes of his own time on this amendment? I will be delighted to hear whatever contribution he has to make, and the gentleman, chairman of such a powerful committee, certainly should have a great deal to add.

I want simply to add this: Mr. Chairman, it is clear now that there is no duty and no obligation by law under the Civil Aeronautics Act upon this House to pay a profit through subsidy; there is nothing under the law, and I challenge any Member here now to show me where under the law or the decisions of the United States Supreme Court interpreting this basic law a profit must be paid and where the lines have a right to a profit by subsidy. That is not the law. There is no doubt that the law has been tortured and that the CAB has been torturing the law to sustain the argument that a profit must be paid. That is not the law.

Mr. Chairman, I place in the body of the RECORD at this point a very clear and compelling legal opinion replete with citations from court cases, pointing out that there is no obligation on the part of the Congress to appropriate subsidies to be granted air carriers to enable them to pay their Federal income taxes. We can do it if we want to, but we do not have to.

THE LIBRARY OF CONGRESS,
Washington, D. C., June 14, 1955.

To: Hon. PAUL H. DOUGLAS,
From: James P. Radigan, Jr., senior specialist
in American law.

Subject: Is Congress obligated to appropriate subsidies to enable the Civil Aeronautics Board to provide allowances to carriers to pay their Federal income taxes?

There is no obligation on the part of the Congress to appropriate subsidies to be granted air carriers to enable them to pay their Federal income taxes.

To assume the creation of such an obligation would require disregarding the results of Parliament's long struggle with the Crown for control of the purse strings and surrendering one of the prohibitions of article I, section 9 of the United States Constitution, viz, the restriction upon the disbursing power of the executive department carried in clause 7 of said section. See *Cincinnati Soap Co. v. United States* ((1937) 301 U. S. 308).

The projection of the authority to provide subsidies granted under the terms of section 406 of the Civil Aeronautics Act of 1938 (52 Stat. 998; 49 U. S. C. 486) across the separation of powers barrier, by transporting such authority into a delegation of plenary power to the Civil Aeronautics Board, to require the Congress to appropriate all sums subjectively determined by the Board as needed by air carriers to enable them to develop, fails to consider the realities involved in arriving at the estimates of subsidies.

The estimates for subsidies submitted by the Civil Aeronautics Board are composed of the amounts estimated as needed in the coming year by the carriers to enable them to develop to the extent required for the commerce of the United States, the postal service, and the national defense, and the amounts needed to adjust upward previously granted subsidies.

It is certainly ingenious rationalization of the factual situation and the applicable law to allege that the part of estimates requested 1 year for subsidy appropriations for the next year is equivalent to a request for payment of obligations for the cost of transporting mail under contract. How could there possibly be a fixed amount of obligations to pay when the services have not been rendered?

It certainly requires a plethora of legal talents to transform into fifth amendment just compensation obligations that part of the estimates for subsidy appropriation requested for supplemental payments for mail already transported under an established rate.

If the Civil Aeronautics Board has no authority on the basis of the carriers' needs to make rates retroactive past the date of the filing of the petition for the establishment thereof, *Transcontinental & Western Air, Inc. v. Civil Aeronautics Board* ((1949) 336 U. S. 601), a fortiori, it has not right to obligate the Congress to appropriate all amounts of subsidies it subjectively determines the carriers need. If no mandamus or other legal remedy lies against any officer of the Treasury Department on a claim against the United States where no appropriation to pay it has been made, *Reeside v. Walker* ((1850) 11 How. 272), a fortiori, the Civil Aeronautics Board cannot obligate the Congress to appropriate subsidies. The absolute control of the moneys of the United States is in Congress, and Congress is responsible for its exercise of this great power only to the people. *Hart's case* ((1880) 16 Ct. Cls. 459, 484, affirmed 118 U. S. 62). An appropriation of money by Congress for a specific object is an implied authority for the President to do the thing, provided it can be done within the limits of the appropriations (6 Op. Atty. Gen. 26 (1853)). Nothing more than the right to include subsidies within the mail rate and within the appropriations therefore is granted.

The foundation upon which the air carrier subsidy edifice has been erected is the so-called need clause of the second sentence of section 406 (b) of the Civil Aeronautics Act of 1938 (49 U. S. C. 486). That the Congress did not expressly delegate its exclusive basic appropriating powers to the Civil Aeronautics Board by the terms of this provision is beyond question. To contend that Congress impliedly delegated the power, which must be contended to support the thesis of obligatory appropriations, requires a "dreamed-up" legislative intent for section 406, which, to say the least, does not appear from the background circumstances which brought the problem before the Congress or from the legislative history of the enactment that is discoverable from the committee reports and the debate.

A statute should not be construed as making an appropriation unless the language is sufficiently explicit to clearly justify it; and authority to use public moneys shall not rise by inference without very clear terms requiring it (18 Op. Atty. Gen. 174, 176 (1885)). We do not have such explicit or clear language in section 406.

If this section does, in effect, delegate the appropriating power of Congress to the Civil Aeronautics Board, as is contended by the proponents of obligatory appropriations, then it is probably unconstitutional. Congress has the exclusive power to appropriate Federal funds, *Ohio v. United States Civil Service Commission* ((1946) 65 F. Supp. 776); *Neustein v. Mitchell* ((1943) 52 F. Supp. 531); and such legislative power may not be delegated. *Marshall Field v. Clark* ((1892) 143 U. S. 649); *Panama Refining Co. v. Ryan* ((1935) 293 U. S. 388). It is for Congress, proceeding under the Constitution, and not for the Civil Aeronautics Board, to say what amount may be drawn from the Treasury in pursuance of an appropriation. *Hoove v. United States* ((1910) 218 U. S. 322). It is essential to the successful working of our Government that the persons entrusted with powers in one branch shall not be permitted to encroach upon the powers confided to another branch, but that each shall, by the law of its creation, be limited to the exercise of the powers appropriate to its own branch and to no other. *Kilbourn v. Thompson* ((1880) 103 U. S. 168).

Another ground upon which the proponents of the theory that the Congress is obligated to appropriate subsidies estimated by the Civil Aeronautics Board as required by air carriers seems to emanate from the mandatory duties imposed upon the Postmaster General and the air carriers under the terms of the Civil Aeronautics Act. Granting arguendo that air carriers are entitled to reasonable compensation for services performed, it does not follow that the Congress is obligated to appropriate the subsidies estimated as needed for estimated future service.

Today's estimates of tomorrow's subsidies are not today's obligations for yesterday's subsidies.

Federal income taxes may well be, as the GAO report indicated, an allowable business expense in computing the service mail pay which is paid out by the Post Office Department from the Postal appropriation which we have already passed. There the Post Office is in the same position as a person who buys a ticket on the airline; the price of the ticket is based on all the expenses of the airline and so the customer is paying a few cents out of the price of his ticket toward the tax burden. The Post Office is doing the same thing but the Post Office is doing it only in proportion to the amount of service which they receive from the airlines. Since the Post Office uses less than 15 percent of the space

on airlines, there would be very little logic in saddling the mail pay with 100 percent of the tax burden of the airlines, so Uncle Sam pays the whole thing.

Now that is what the CAB is trying to do in the subsidy program they have laid before us, and I am against it. Pan Am and the others will get this service mail pay from the Post Office, including what contribution is in there toward their tax burden, in proportion to the amount of service which they actually render.

Let these airlines do more work for the Post Office, let them have a bigger share of this 1 billion a year of Defense traffic which is now riding on MATS. Let it be done that way. But let us not make anybody a gift of money to cover their taxes.

They can get the tax allowance from the service mail pay of the post office instead, or from the passengers and shippers who patronize the line.

Most airlines in the country get no assistance whatsoever from the CAB in paying their taxes. They pay the taxes themselves. Of the few airlines in the country who are still on subsidy, the amount which CAB is planning to give them to help them pay their taxes is piddling. For example, Allegheny Airline, which operates in my State, is getting about \$1,600,000 in subsidy for the purpose of helping them pay their Federal tax. Here is Mohawk, one of the outstanding local service airlines who, for very good reasons, are receiving some \$653,000 in subsidy, of which only \$80,000 is to help pay their income tax. New York Airways is receiving some \$421,000 subsidy for a very good reason, but could probably scrape up the necessary \$85,000 to pay their Federal income taxes. Here is another outfit on the list, Byers, who get the magnificent sum of \$1,219. I feel sure they could pay it themselves.

Now we come to the real bonanza in this whole racket of using the taxpayers' money to pay income taxes. Pan American, who under the proposed appropriation, would receive \$9,310,000 as a straight gift of subsidy from the CAB to pay their income taxes. At this time of year I wish there was a bureau to which Members of Congress could go to receive subsidies to help pay our income taxes. I imagine there are a lot of other citizens who feel the same.

I have no doubt that the CAB can play Santa Claus and give companies additional subsidy to cover their income taxes if we give them enough money to dish out. But I think it is a pernicious practice and it ought to be stopped. I think the average taxpayer in this country would be horrified to hear that part of the money which he has to pay over to the Collector of Internal Revenue is then used by the Government to pay the income taxes of some giant corporation.

One third of the entire CAB subsidy spending program seems to be devoted to helping a few companies with small amounts, and one company with huge amounts, to pay their taxes. That is unfair to nonsubsidized lines who pay their own taxes, and it is an unjustified burden on the taxpayers.

I therefore move to subtract from the CAB subsidy appropriation the entire

amount listed on page 1011 of our hearings which the CAB intends to pay over to the would-be recipient companies for income-tax allowances.

If just this special tax subsidy were subtracted:

Money requested by CAB.....	\$20,000,000
Tax subsidy (rounded off to nearest \$1,000).....	-12,754,000

Would be the only new money needed in the 1957 appropriation	7,246,000
New money.....	7,246,000
Carry over (rounded off to nearest \$1,000).....	+14,370,000

Available for subsidy spending in 1957, or just slightly less than the amount reported by House appropriations 2 years ago (H. Rept. 1242, 83d Cong., 2d sess., Feb. 25, 1954)	21,616,000
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I should like to point out, Mr. Chairman, that I did not attempt to subtract the tax subsidy of \$12¾ million from the \$15 million reported by the committee but have subtracted instead from the \$20 million in the budget estimate or the amount requested by the CAB for new money appropriations.

This page 1011 is the first time in the history of this committee that we have sweated out of CAB and obtained for the public record a statement of just how much money they are planning to give to what company to pay their income taxes. This is information which, unfortunately, our subcommittee did not have at the time of our markup on April 13.

Gentlemen, does it not now come down to this: Do we want to use \$12¾ million money collected from the American taxpayers to pay the taxes of a giant corporation like Pan Am, and a handful to some other companies?

I say these companies ought to do like everyone else, and dig down in their own pockets, and pay their own taxes.

Gentlemen, I move to reduce the appropriation requested by CAB by the entire amount of this proposed tax subsidy and therefore to subtract from the requested appropriation of \$20 million the entire \$12,754,496, leaving \$7,246,000 in new money.

Mr. BOW. Mr. Chairman, I rise in opposition to the amendment.

(On request of Mr. MILLER of Maryland, Mr. Bow was allowed to proceed for 5 additional minutes.)

The CHAIRMAN. The gentleman from Ohio is recognized for 10 minutes.

Mr. PRESTON. Mr. Chairman, will the gentleman yield?

Mr. BOW. I yield to the gentleman from Georgia.

Mr. PRESTON. Mr. Chairman, I would like to undertake to fix time on this amendment, if I may.

Mr. Chairman, I ask unanimous consent that all debate on the pending amendment conclude in 10 minutes.

The CHAIRMAN. Is there objection to the request of the gentleman from Georgia?

There was no objection.

Mr. BOW. Mr. Chairman, I rise in opposition to this amendment.

I can understand that the amendment and the argument that is made is one

that might have appeal to many people if not fully understood, but I think that we have got to look at it carefully from the standpoint of sound legislation and doing that which this House is called upon to do.

The gentleman's amendment would reduce this amount \$15 million, which was appropriated by the Appropriations Committee, to seven-million-some-odd-hundred-thousand dollars. He says it is an attempt to keep the payment of Pan-Am's income-tax from being a subsidized amount. What the gentleman has failed to tell you is that under the pending amendment you would take from any number of small service carriers—he says he does not want to hurt the small carriers—the payments which keep them alive and keep them in operation. There are many of these small service lines depending upon subsidies. They serve the small communities that you and I represent. I have some in my district and I believe there are some in the district of every Member on this floor. If you cut this subsidy so we cannot keep those small service lines in operation, you will have a flood of complaints in your offices that you have not seen for a long time. The people of every community, particularly the small communities that want airline service, will be seriously affected.

What are the facts? Under section 406 of the Civil Aeronautics Act, Congress provided that the present and future needs of the foreign and domestic commerce of the United States, of the postal service and the national defense are essential. Under that we have authorized the CAB to set up a subsidy program. With this subsidy program in our country we have built one of the greatest aviation industries in the world.

What has happened in the past? I can say to you that as of today 95 percent of the airlines are subsidy free, speaking domestically. Now, we talk about income taxes. In that industry which we have built up there were income taxes alone paid into the Federal Treasury by the airlines of this Nation the total sum of \$82,480,000. That is in income taxes paid into the Treasury of the United States last year by these lines which are now operating 95 percent subsidy free.

When you determine the question of subsidy these funds are not earmarked for the income taxes of any of these companies. It is the same as with the public utilities of your various States—the gas company, the electric company. When the rate is figured it is figured on the total cost of doing business, including new equipment, operations and taxes. That is what is done here. In figuring the subsidy to be paid, the entire operation cost is taken into consideration and whether this money is going to be used for the payment of income tax or new equipment of the company to which the gentleman has referred, which incidentally has on order \$300 million of new jet equipment, we do not know. We do not know where this money is going. It is not earmarked for income taxes. It may be for operations, it may be for the payment of salaries.

Mr. FLOOD. Mr. Chairman, will the gentleman yield?

Mr. BOW. I yield to the gentleman from Pennsylvania.

Mr. FLOOD. Here is what I would like to point out to the gentleman. He drew an analogy between public utilities and this CAB rule, when you pay a public utility a payment for the allocation of income taxes by that public utility, and if you buy a streetcar ticket that contributes only a fraction to what the company pays for income taxes. There is no analogy between public utility income taxes being figured into cost and this case of subsidy of the airlines. There is no relationship at all.

I occasionally hear CAB say that including income taxes is a common practice with public-utility commissions. That may be so. However, this is a world of difference here because public utilities make charges to the public and are not subsidized by Uncle Sam. Furthermore, the rates which the public pays, which rates may include some contribution toward the tax burden of the utility, are in proportion to the amount of service which the customer uses. Take a trolley car, for example. Suppose some of us climbed aboard a trolley car. Each of the tokens which we dropped in the box would contain a few mills or perhaps a penny or two toward the tax burden of the company. But those of us who do not go for a ride on the trolley car would, properly, be making no contribution at all toward paying the taxes of this public utility.

Here we have a situation where Uncle Sam uses regularly no more than 15 percent of the seats on the trolley car, yet along comes somebody who proposes that instead of 15 percent, Uncle Sam should pay 100 percent of the company's tax burden. I say that is all wrong. It is not right and it is entirely out of proportion. We have no obligation to do this.

The fact that we in the Congress are under no obligation to provide subsidies to guarantee a profit to Pan American, let alone still additional subsidies to pay for their Federal income taxes, is underlined by the opinion of the Court in the case of *Capital Lines, Inc. v. Civil Aeronautics Board* (171 F. 2d 339), reading:

The act, with its regulatory provision, is not intended to underwrite profitable operation of a carrier's business, any more than statutes imposing regulation of public utilities are intended to insure them a net revenue. *Federal Power Commission v. National Gas Pipeline Co.*, ((1942) 315 U. S. 575, 590, 62 S. Ct. 736, 86 L. Ed. 1037) and cases cited.

I thought that this quotation from the Court decision is especially relevant since it mentions "public utilities," the very words used by the gentleman from Ohio [Mr. Bow] but the Court came to the opposite conclusion from that reached by the gentleman from Ohio.

Mr. BOW. The gentleman has made his point. Of course, I do not agree with him at all.

I will not yield further to the gentleman, because you take the entire tax problem and it goes into the over-all, whether it is salaries, new equipment, or whatever it may be, and then you determine that the lines will earn 9 percent income on their total investment, and

that is the problem that we have before us.

Now, this committee, under the chairmanship of the gentleman from Georgia [Mr. PRESTON] and under the minority leadership of the gentleman from Ohio [Mr. CLEVENGER], has whittled away on the question of the audits of Pan American and their subsidiaries and has insisted that they must be made. We have given the CAB the money. The gentleman from Texas [Mr. THOMAS] last year insisted that we give the money and that they have the auditors to do the job. Unfortunately it has not been completed. But, the gentleman from Texas said "We want this job done, and we will give them the auditors to do it." And, I hope the CAB continues it and makes that audit so that we know what they have. This amendment strikes at the operation of the service lines, at the continuation of the small operators in this country, and it is not a question, I say to my colleague, of the payment of income taxes only.

Mr. PRESTON. Mr. Chairman, will the gentleman yield?

Mr. BOW. I yield to the gentleman from Georgia.

Mr. PRESTON. Is it not a fact that the law as written by the Congress employed the same pattern that is employed by the various utility regulatory agencies in arriving at what is a fair return on investment in a public utility for income-tax purposes?

Mr. BOW. The gentleman is exactly right. It is in the overall picture, in all of this.

Now, what will happen? Let us assume we reduce it to this amount and the CAB goes ahead under its contracts with the lines and allows subsidies over and above what we appropriate. Then it becomes an obligation of the country, and if the House does not appropriate, it then becomes subject to a suit in the Court of Claims for recovery. We cannot by this legislation reduce the amount to be paid to these carriers. We have to meet the bill under our contract.

Mr. HORAN. Mr. Chairman, will the gentleman yield?

Mr. BOW. I yield to the gentleman from Washington.

Mr. HORAN. I want to state further that the General Accounting Office made an investigation of this matter and they concluded that the CAB was handling this income-tax matter, in this payment here, in exactly the same manner as other regulatory bodies.

Mr. BOW. Here is what the General Accounting Office said:

In our opinion, there is no question that the Board has authority under the act to treat Federal income taxes as allowable costs in fixing rates of compensation for the transportation of mail, whether such rates are compensatory only or include subsidy.

Now, the General Accounting Office said it was proper under that finding. Then, on the question of whether there is a windfall, the General Accounting Office said:

It appears doubtful that a subsidized carrier may receive an advantage in the nature of a windfall by reason of the fact that the income tax allowed for mail pay may be greater than the final tax liability.

That is the language of the General Accounting Office saying it is proper to consider these matters; that there is no windfall. And, I say to you, my colleagues, if you want to preserve the small feeder lines in this country, if you want to build up the service to the small communities, you will vote against this amendment and permit us to continue so that they can gradually get off the subsidy, as we have done with the large carriers who, as I have previously said, are 95 percent subsidy free.

Mr. PRESTON. Mr. Chairman, if the gentleman will yield further, I would like to point out that the Supreme Court has said that the regulatory pattern includes all elements of cost, including taxes. That is the construction of the Supreme Court.

Mr. BOW. I thank the gentleman.

Further, on the payments to air carriers:

PAYMENTS TO AIR CARRIERS

The Appropriations Committee has recommended to the House the sum of \$15 million for payments to air carriers for subsidy purposes. The committee believes that this amount, along with a carryover from the 1956 appropriation of approximately \$14 million, will be sufficient for the Civil Aeronautics Board to meet its obligations during the next fiscal year. I would like to make a few remarks with respect to this item.

It is important to keep in my mind the purpose of these subsidy payments—why the Federal Government makes them as a matter of public policy, and to know who gets them and in what amounts.

The Congress, in enacting the Civil Aeronautics Act of 1938, determined that an air transport system adequate to serve the present and future needs of the foreign and domestic commerce of the United States, of the postal service, and of the national defense was essential. Congress further decided that assistance to air carriers in the form of subsidy was in the public interest, where need for it existed, in order to provide such an air transport system.

At the outset, every segment of the airline industry was in need of substantial subsidy to develop its capabilities. Today, with the trunklines virtually free of subsidy, the need still exists in four parts of the system—and there to a lessening extent each year. The areas in which the need is now concentrated are the local service carriers, the international carriers, the territorial carriers, and the helicopter services.

The first group, the local service carriers, provide a service to the smaller communities which it is clearly in the public interest to support. The House wholeheartedly approved permanent certification of these airlines only last year in recognition of their important contribution. These are the airlines who provide the only air service 250 of our smaller cities receive. It is in order to note that these carriers now receive well over one-half of their total revenues from commercial revenues, with both mail pay and subsidy accounting for a lower percentage each year. This is important when compared with the situation only a few years back when as much as three-

quarters or more of their total revenues came from the Federal Government.

American-flag international airlines carry our flag all over the world and make significant contributions to all of the objectives of the act of 1938—commerce, postal service, and national defense. Today, we cannot afford to have the second best. Our carriers in the international field, like the local service airlines, have also greatly reduced their dependence on subsidy. Several are entirely subsidy free today—such carriers as TWA and NWA and others. Others are subsidy free on many of their routes. As a group, the international carriers now receive less than 4 percent of their total revenues from subsidy, as opposed to almost 14 percent in 1951. And in many cases these carriers are in direct competition, not only with each other, but with foreign government-owned or wholly subsidized airlines.

Another group, the territorial carriers, have been invaluable in developing the areas they serve. Alaska, without highways and railroads as we know them here, has been a spectacular example.

The helicopter services are new, experimental, and hold great promise for the future.

These, then, are the classes of carriers this money is for. At this point I would like to introduce for the record a table prepared by the CAB, for the Appropriations Committee, showing by air carrier groups, and by individual airline, the comparative subsidy figures for fiscal years 1954 through 1957.

These figures demonstrate a number of things. First, they show that the level of subsidy has been sharply reduced. For instance, during fiscal 1954, a total of \$66,178,044 accrued to air carriers in the form of subsidy. For 1957, this figure is estimated at \$46,486,000.

Second, the table shows who will get subsidy, and in what amount. Of a total anticipated actual expenditure of \$34,369,838 in 1957, \$24,080,738 is designated for the local service carriers. Territorial carriers account for another \$7,270,000, with the balance going to domestic trunklines—only two—helicopters, and international airlines.

What is not shown by this table is the tremendous increase in the volume of service provided, and mail carried, at the same time the total subsidy and mail pay cost to the Government has been substantially reduced.

It might be useful to explain the difference between subsidy accruing to air carriers during a fiscal year and the amount actually paid out in cash to the carriers during the year. For example, although the Board estimates that \$46,486,000 in subsidy will accrue to the carriers during 1957, the expenditure estimate is \$34,369,838. The difference between these two figures results from, first, the fact that subsidy accruing during the last month of a fiscal year is actually paid out during the following fiscal year; and, second, that certain credits against payments to carriers result from such things as the capital gains

realized from the sale of capital assets and the recovery of excess funds paid out prior to the setting of a final subsidy rate.

The Board's appropriation request is for the amount of money it will actually need during the fiscal year to make payments to air carriers, less any carryover resulting from the previous year's operations. This year, then, the Board has estimated that it will need a \$20 million appropriation, which, when added to its \$14-million carryover from last year, will enable it to make the actual payments becoming due and payable to the carriers during fiscal 1957. The committee, in reducing the \$20 million to \$15 million, was of the opinion that certain additional reductions not reflected in the Board's estimates might be possible during the coming year.

Another point on which confusion or misunderstanding arises has to do with the use of subsidy money to pay income taxes due from the carrier. In this connection, I believe the following excerpts from a recent audit report made to Congress by the GAO regarding the CAB explain this situation and answer the questions which may be in the minds of some members on this subject. This report, I might add, is printed in full in the hearings on this bill, on pages 754-811, and the portion I am quoting from appears on pages 771 and 772 of the hearings.

The following are excerpts from the General Accounting Office audit report to the Congress:

[Excerpt from GAO audit report to Congress on CAB]

FEDERAL INCOME TAXES

A review of the Board's past appropriation hearings indicates congressional interest in the allowance of Federal income taxes by the Board in fixing mail rates. Our discussion which follows generally covers the two major issues involved: (1) whether income taxes are properly allowable in computing mail pay rates and (2) whether a subsidized carrier can enjoy a so-called windfall from taxes allowed.

TAXES AS ALLOWABLE EXPENSE

In our opinion, there is no question that the Board has authority under the act to treat Federal income taxes as allowable costs in fixing rates of compensation for the transportation of mail, whether such rates are compensatory only or include subsidy. The fair and reasonable rates of compensation for the transportation of mail by aircraft, as provided for by the act, necessarily must be computed on the basis of net income to the carrier after all expenses, including taxes.

In determining the mail pay for an airline, the Board considers and allows certain elements of cost and, in addition, an amount which will provide a predetermined return on the carrier's investment. To establish this return, the Board must treat the computation of income tax expense as a separate and distinct step. This tends to highlight the tax amount allowed, and lends to it a sense of unwarranted importance, although it is merely one of many items of expense considered.

TAXES AS POSSIBLE SOURCE OF WINDFALL

It appears doubtful that a subsidized carrier may receive an advantage in the nature

of a windfall by reason of the fact that the income tax allowed for mail pay may be greater than the final tax liability.

In attempting to match the income tax allowance with the actual tax liability there would be present the task of determining the amount of tax applicable to mail revenue and nonmail revenue. Such determinations would be based largely upon assumptions which would be difficult to support and probably the subject of dispute. Therefore the adjusted income tax liability as finally accepted by the Treasury Department would be of little assistance in answering the question presented. An analysis and study of each income tax return and supporting information, as well as underlying records, would have to be made in order to reach any satisfactory comparison between income tax allowances included in airmail pay and the adjusted income tax liability for each airline. Even with this information it might not be possible to arrive at a reliable conclusion, primarily because of the assumptions inherent in the allocation of expenses between mail and non-mail revenue.

Under section 406 (b) of the Civil Aeronautics Act, the Board is required to provide an amount of mail pay sufficient to cover the carrier's total need, and not merely the element of need resulting from income-tax expense. As a general rule the actual income-tax liability will not be less than the estimated income tax allowance unless the carrier's actual total need increases beyond the need as estimated for rate purposes. It follows, therefore, that a decrease in income tax liability generally reflects an increasing rather than a decreasing total need.

For every dollar of tax allowed in a rate, the forecasted earnings would be about \$2, at 52 percent income tax rate. In an open rate period, income tax expense, while allowable, is not normally included in temporary mail payments, but the actual tax paid is included in the final rate established for that period. In a closed rate period a subsidized carrier who uses less than the amount of tax allowance forecast, theoretically, at least, has experienced reduced earnings. Hence the need of such carrier would have been underestimated in the mail rate and the carrier would be compensated for only 50 percent of its additional need by the overestimate of the tax allowance. Under these conditions the carrier generally petitions the Board for a higher rate, for future periods, to cover the increase need. Conversely, if the carrier's actual earnings should increase above the forecast, the estimated tax allowance then would be less than the actual tax liability. In this instance the Board, on its own initiative, would reopen the rate because of increased earnings.

In view of the foregoing, we are of the opinion that while there may be differences between the estimated income-tax allowances for mail-pay purposes and the final tax liability applicable to mail pay, such differences could be either higher or lower, because of the necessity for forecasting revenue and expenses in a ratemaking process. In fixing a future rate based upon past performance and future forecast, all elements of revenue and expenses are subject to fluctuations beyond the control of the Board and, in some instances, the carrier. The protective feature in the act, however, is the authority of the Board, upon its own motion, to reopen a rate case at any time it is of the opinion that the return to the carrier is exceeding the amount which was contemplated at the time such rate was established.

Civil Aeronautics Board—Payments to air carriers, by carrier, showing estimated subsidy accrual and subsidy payments for the fiscal years 1954 through 1957

	Estimated subsidy accrual for air carrier operations during the fiscal year					Payments (expenditures) during the fiscal year			
	1954		1955	1956	1957	Actual, 1954 ¹	Actual, 1955	Estimate, 1956	Estimate, 1957
	Total	CAB ¹							
Domestic trunklines:									
Braniff.....	\$732,454	\$732,454	\$678,246				\$1,824,207	-\$413,507	
Colonial.....	518,441	475,944	410,554	\$412,000	\$409,000	\$427,719	341,348	492,431	\$409,000
Continental.....	761,285	693,140	186,851			552,936	69,310	167,745	
Northeast.....	1,867,588	1,536,982	1,783,669	1,781,000	1,778,000	1,365,716	1,820,995	1,754,940	1,778,000
Total.....	3,879,768	3,348,520	3,059,320	2,193,000	2,187,000	2,346,371	4,055,860	2,001,609	2,187,000
Local service operations:									
Allegheny.....	1,718,847	1,345,662	1,717,361	1,685,000	1,682,000	1,132,734	1,767,411	1,677,878	1,704,000
Bonanza.....	921,820	684,414	838,427	1,093,000	1,092,000	602,079	788,542	1,127,220	1,094,000
Central.....	1,709,248	1,263,674	1,913,942	2,095,000	2,094,000	1,240,427	1,645,269	2,197,920	2,099,000
Frontier.....	2,780,076	2,109,725	2,502,386	2,534,000	2,531,000	2,067,051	2,441,714	2,409,346	2,536,000
Lake Central.....	1,509,281	1,128,379	1,439,647	1,461,000	1,459,000	1,098,417	1,325,416	1,474,193	1,462,000
Mohawk.....	1,020,464	788,534	679,286	653,000	652,000	713,933	611,546	736,341	654,000
North Central.....	2,294,231	1,666,472	1,767,055	1,841,000	1,837,000	1,566,164	1,771,617	1,770,756	1,842,000
Ozark.....	1,882,417	1,394,668	1,805,519	2,424,000	2,421,000	1,396,638	1,493,505	2,477,044	2,465,000
Piedmont.....	2,011,284	1,643,667	1,978,078	2,122,000	2,061,000	1,100,839	2,212,763	2,099,143	2,211,000
Continental (Pioneer).....	1,295,240	1,035,052	1,348,953	1,051,000	859,000	907,899	1,147,258	1,284,848	878,000
Southern.....	1,900,994	1,414,391	1,706,334	1,744,000	1,742,000	1,228,473	1,743,020	1,736,232	1,746,000
Southwest.....	1,101,362	795,430	974,705	946,000	943,000	684,692	989,835	956,608	945,000
Trans Texas.....	2,636,219	1,983,331	2,467,507	2,535,000	2,532,000	1,705,292	2,509,893	2,542,653	2,537,000
West Coast.....	1,765,029	1,415,001	1,900,891	1,904,000	1,903,000	1,043,919	1,401,692	2,603,281	1,907,738
Wiggins.....	23,383								
Total.....	24,569,895	18,668,400	23,040,101	24,088,000	23,808,000	16,488,557	21,849,481	25,093,463	24,080,738
Helicopters:									
Helicopter.....	431,906	318,933	423,485	421,000	418,000	275,549	387,835	462,034	418,000
Los Angeles.....	683,907	543,128	816,384	952,000	947,000	344,901	928,375	952,236	948,000
New York.....	1,457,702	1,102,770	1,417,198	1,441,000	1,438,000	498,926	1,767,812	1,564,230	1,439,000
Total.....	2,573,515	1,964,831	2,657,067	2,814,000	2,803,000	1,119,376	3,084,022	2,978,500	2,805,000
States-Alaska operations:									
Alaska.....	1,164,785	871,091	998,970	793,000	789,000	823,019	1,044,071	724,971	789,000
Pacific Northern.....	859,418	662,654	1,139,069	1,155,000	1,146,000	448,178	1,123,247	1,281,298	1,147,000
Pan American (Alaska division).....	1,367,119	1,018,117	1,255,173	1,204,000	1,377,000	781,382	1,297,771	1,290,137	1,361,000
Total.....	3,391,322	2,551,862	3,393,212	3,152,000	3,312,000	2,052,579	3,465,089	3,296,406	3,297,000
Intra-Alaskan operations:									
Alaska.....	1,060,826	889,731	919,328	863,000	854,000	851,743	940,632	801,684	855,000
Alaska Coastal.....	342,400	254,179	336,613	314,000	312,000	217,119	339,590	320,083	312,000
Byers.....	55,978	42,098	53,832	49,000	49,000	32,754	55,025	53,151	49,000
Cordova.....	349,921	258,548	358,819	273,000	270,000	213,129	358,070	294,168	271,000
Ellis.....	270,171	197,065	253,680	236,000	236,000	153,901	251,652	260,192	236,000
Northern Consolidated.....	1,136,522	922,901	944,545	750,000	742,000	904,219	991,905	653,322	743,000
Pacific Northern.....	481,718	371,429	503,526	467,000	460,000	251,211	519,673	529,071	461,000
Reeve.....	90,894	60,832	57,335	28,000	20,000	55,552	56,680	30,935	21,000
Wien.....	1,156,115	957,206	1,102,584	743,000	731,000	840,421	1,111,631	753,738	732,000
Total.....	4,944,545	3,953,989	4,530,262	3,723,000	3,674,000	3,520,049	4,624,858	3,726,344	3,680,000
Hawaiian operations:									
Hawaiian.....	442,911	315,569	241,953	243,000	243,000	364,475	267,784	146,263	243,000
Transpacific.....	241,564	180,806	50,700	50,000	50,000	221,344	160,127	-104,965	50,000
Total.....	684,475	496,375	292,653	293,000	293,000	585,819	427,911	41,298	293,000
Transatlantic operations:									
Pan American (Atlantic division).....	1,299,444			635,000	2,273,000	4,139,180	746,226	114,888	-2,297,294
Trans-World.....						173,287	-173,287		
Total.....	1,299,444			635,000	2,273,000	4,312,467	572,939	114,888	-2,297,294
Trans-Pacific operations:									
Northwest.....	2,247,770	1,188,122				2,546,482	1,825,011	-185,471	-2,997,900
Pan American (Pacific division).....	6,471,446	4,317,551	377,508			5,246,899	3,520,113	-1,311,247	-2,760,706
Total.....	8,719,216	5,505,673	377,508			7,793,381	5,345,124	-1,496,718	-5,758,606
Latin American operations:									
Braniff.....	2,318,577	1,980,388	1,267,666	801,000	687,000	1,237,024	1,837,046	993,984	606,000
Caribbean.....	93,257	68,028	92,825	49,000	49,000	56,408	78,660	70,785	49,000
Colonial (Bermuda).....	41,067	29,030				28,843	47,249	-47,062	
Pan American (Latin American division).....	11,481,141	8,594,177	6,939,254	4,302,000	6,227,000	7,414,633	10,275,134	3,558,664	4,254,000
Panagra.....	2,181,822	1,635,719	1,854,652	1,187,000	1,173,000	1,572,037	1,837,336	1,160,998	1,174,000
Total.....	16,115,864	12,307,342	10,154,397	6,339,000	8,136,000	10,308,945	14,075,425	5,737,369	6,083,000
Total, all carriers.....	66,178,044	48,796,992	47,504,520	43,237,000	46,486,000	48,527,544	57,500,709	41,493,159	34,369,838

¹ Covers the 9-month period Oct. 1, 1953, through June 30, 1954. Under Reorganization Plan No. 10 of 1953, subsidy accruing to air carriers for the months of July through September 1953 is payable by the Post Office Department.

The CHAIRMAN. The question is on the amendment offered by the gentleman from Pennsylvania [Mr. Flood].

The amendment was rejected.

Mr. CELLER. Mr. Chairman, I move to strike out the last word.

Mr. Chairman, it is well for the Members to know that, for example, this morning before the House Committee on the Judiciary testimony was given by the Comptroller General of the United States. He presides over an independent agency of the Government that does the general auditing for the Government. The Comptroller General stated that there had been no general investigation by the Civil Aeronautics Board concerning the tariffs charged by the various domestic trunkline operators and airline operators. The import of his testimony was that this failure of inquiry was most unpardonable and that, in addition, there was no standard of auditing practice concerning a review of the figures submitted by various airlines to the Civil Aeronautics Board.

One line follows one practice, another line follows another practice. And, in the opinion of the Comptroller General, that failure of the Civil Aeronautics Board to lay down definite rules and criteria as to auditing was likewise a grave error and a fault of the Civil Aeronautics Board.

In addition thereto, it would appear that some of the airlines actually charge capital expenditures as operating expenses. Mr. Chairman, if I did that or if you did that on our income-tax return, we would be haled before the court for a violation of the income-tax law. And yet the CAB, as a result of the fumbling and ineptitude and incompetency and apathy have failed to check and prevent that kind of practice, namely: allowing capital expenditures to be charged as operating expenses.

Mr. YATES. Mr. Chairman, will the gentleman yield?

Mr. CELLER. I yield to the gentleman from Illinois.

Mr. YATES. The gentleman is making a very important point. In the examination of the CAB members before our subcommittee it was brought out that there has been no fare investigation by CAB of carriers since 1942; and there has been no rate investigation of fares charged by the major carriers at all. Here we have a situation where the carriers are protected as public utilities under a theory of regulated monopoly. They are protected against outside competition because they are supposed to be regulated as to their rates of fare and service. If, in fact, they are not being regulated as to rates and service and are nevertheless being protected against competitors, it is a distortion of the principle under which they are supposed to be regulated.

Mr. CELLER. There is no doubt that what the gentleman has said is as right as rain. The airline companies when they get below a certain profit are given subsidies. There is a floor below which their profits may not go, but there is no ceiling on their profits.

The testimony of the Comptroller General was to the effect that their

profits have been more than substantial latterly and that in and of itself would warrant a general fare investigation. And yet the CAB has been most derelict in that regard.

In addition to that, the Comptroller General deplored the increase in passenger fares of \$1 when anyone makes a 1-way trip and, if it is a round trip, the increase is \$1.90, a 5 percent reduction. There was no reason for that increase. The airline companies got together and said, "Let us get a little more money." In substance, that is what it amounted to. They made their application to the CAB which just rubber-stamped it.

The Comptroller General also said that there was no good reason whatsoever for the airlines, the domestic trunk lines filching from the public that travels by air the \$1 for each 1-way trip and \$1.90 for a round trip, regardless of distance traveled. It makes no difference whether the person is going from New York to San Francisco or from Pittsburgh to Philadelphia. Regardless of all miles travelled the increase is a flat dollar and for a round trip, \$1.90.

I repeat, the increase was not based on mileage. Every single ticket was issued for an increased price of \$1, a round trip \$1.90. The Comptroller General said they did that when their earnings were the highest in the history of the airline companies.

Mr. FLOOD. Mr. Chairman, will the gentleman yield?

Mr. CELLER. I yield to the gentleman from Pennsylvania.

Mr. FLOOD. I want to read this language from a United States Supreme Court decision in the case of *Transcontinental & Western Air, Inc. v. Civil Aeronautics Board* ((1949) 336 U. S. 601, 606):

Petitioners' reading of the act (Civil Aeronautics Act) would in practical effect have the tendency to transform it into a cost-plus system of regulations, a construction which would not harmonize with the apparent design of the act.

I should also like to read from the opinion of the Legislative Reference Service:

There is no obligation on the part of the Congress to appropriate subsidies to be granted air carriers to enable them to pay their Federal income taxes.

To assume the creation of such an obligation would require disregarding the results of Parliament's long struggle with the Crown for control of the purse strings and surrendering one of the prohibitions of article I, section 9 of the United States Constitution, viz, the restriction upon the disbursing power of the executive department carried in clause 7 of said section. See *Cincinnati Soap Co. v. United States* ((1937) 301 U. S. 308).

This makes it very clear that there is no obligation on the part of Congress and no agency of this Government can create one to make Congress appropriate such subsidies.

Mr. CELLER. I asked that question as to whether or not an airline could pay its income tax out of a subsidy, and my answer from the responsible officials of the Civil Aeronautics Board was to this effect: "We do not care what they do with the subsidy. They can pay income tax

out of the subsidy or they can do anything they please with it. If their income is below a certain amount, below 7 percent or 8 percent we pay them a subsidy. We care not as to what happens with the money involved in that subsidy."

Mr. YATES. Mr. Chairman, will the gentleman yield?

Mr. CELLER. I yield to the gentleman from Illinois.

Mr. YATES. I am sure the gentleman will be pleased to see the recommendation of the committee as it appears on page 5 of the report, as follows:

The committee is pleased to note that the Board is making efforts to curtail subsidy payments. It feels that continued efforts along this line are needed, and specifically recommends that further comprehensive studies be made during the coming year with respect to subsidy requirements, fares, and rates.

Certainly the Civil Aeronautics Board has been derelict in not adequately pursuing its ratemaking and service functions.

Mr. CELLER. Of course, the inference can be drawn, and very properly so, that that is no fare investigation. If any of the air carriers get more than they are entitled to, that is an invisible subsidy, and other airlines, if they do not charge proper rates or go below what they could charge are placed at a very serious disadvantage.

Mr. FLOOD. The gentleman is a distinguished lawyer. He knows that if a claim is made against an official of the United States Treasury Department neither mandamus nor other compelling act will lie in the courts to compel such official to pay any claim unless an appropriation has been made for it. That is the law. Certainly the Civil Aeronautics Board under no circumstances or no law could create such an obligation. It would be clearly unconstitutional to compel this House to make payment of any subsidy.

I want to make a very careful distinction now and that is between authority and obligation. There is no question in my mind that the Congress has authority to appropriate subsidies at the public expense for the purpose of paying the Federal income taxes of a private commercial airline. But as the legal opinion which I have inserted so clearly shows, there is no obligation upon the Congress to do so. The Congress could, for example, include in the appropriations for the United States Information Agency subsidies to be given to deserving radio commentators to pay their taxes for them at the public expense. But Congress is under no obligation to do so. Congress can play Santa Claus if it wants to, but it does not have to. And I think it is a very extraordinary situation which would not be appreciated by the average taxpayers who this very week are filling out their returns if they knew that part of their tax money was going to be used as a gift to Pan American in order to help them pay their income taxes. It would be considered strange indeed, for example, if a veteran showed up at the Veterans' Administration and said, "I have to pay \$1,200 of income taxes on April 15, so please give me \$1,200 so I

can go over to the tax collector and pay it." I do not think the Veterans' Administration would let any veteran get away with a gimmick like that, but it appears from the evidence that Pan American is getting away with it with the Civil Aeronautics Board.

The distinguished gentleman from New York [Mr. Celler] has alluded to profits and has made a very good point.

The Maritime Administration recaptures from subsidized shipping lines all excess profits over 10 percent.

However, it should be noted that the CAB has no similar recapture provision.

If a shipping line makes over 10 percent in profits, they pay no taxes on the one-half that is not recaptured by the Government provided their one-half of the excess profits are paid into a special reserve fund for the purpose of buying new ships. The one-half of the excess profits over the 10 percent which the shipping line can keep is tax free only while it remains sterilized in this special reserve fund. The moment a company draws the money out of this special reserve fund—as the Cuban American Mail Line recently did—they then have to pay taxes in full on the money.

The CAB has no such restriction on the ultimate use of the tax benefits which it provides.

Appropriating this extra subsidy money, this \$9,310,000 for Pan American's taxes, would encourage the CAB to find ways and means of spending it instead of return to the more thrifty interpretation of the law which was evident in the early years of the CAB. In this connection, Mr. Chairman, I insert in the body of the RECORD at this point some quotations from an excellent article from the Louisiana Law Review of March 1947:

The mail rate provisions were not interpreted as bestowing upon the Board the role of a benevolent Santa Claus heedlessly distributing bonanzas to a deserving industry. Instead the emphasis in the early cases was on using airmail compensation as a device to develop efficient and economical management which through expansion of nonmail revenues could develop soundly financed air carriers relying upon a paying public acceptance of air transportation of passengers and property rather than on Government payments.

In the early cases, enough airmail compensation was given so that the carrier could break even and a little more if its expenses were reasonable. In order to make a more substantial profit, the air carrier had to build up its passenger and property revenues. This policy was designed to encourage developments and efficiency on the part of the carriers. The emphasis on efficient management in the early mail rate cases led to a critical examination of every item of expense that would be considered in determining the need. In such cases as *Inland Air Lines—Mail Rates*,¹ *United Air Lines—Mail Rates*,² and *T. W. A.—Mail Rates*³ literally every expense was closely scrutinized.

¹ 1 C. A. A. 155 (June 7, 1939).

² 1 C. A. A. 752 (June 22, 1940).

³ 2 C. A. B. 226 (Sept. 19, 1940). Under the Reorganization Act of 1939, the "Authority" was changed to the Board and the economic and regulation functions were put under the Board. The administrative functions of the Civil Aeronautics Act were continued in a separate agency—the Civil Aeronautics Administration (CAA).

I might note, incidentally, going by the tabulation on page 850 of our hearings, which was inserted by the Civil Aeronautics Board at the request of the distinguished gentleman from Texas [Mr. THOMAS], that the subsidies for fiscal year 1946 were only \$19,730,000, and for 1957, 10 years later, even on the reduced basis proposed by the committee, the subsidies, including the language in the bill to spend the carryover, would be \$34,369,000, or more than \$14,500,000 higher than they were 10 years ago when the increase in subsidies spending prompted the above article.

To straighten out the record:

Referring to page 845 and page 846 of our hearings on the Civil Aeronautics Board's request for airline subsidies, I regret to say that the witness for the CAB, Mr. Mulligan, gave me a very evasive and misleading answer. My point is this: That 9 days after the House cut the total subsidy appropriation last year by \$23 million and before the Holland amendment was passed by the Senate, the CAB issued, on June 2, 1955, CAB order E 9267 proposed to reduce the subsidy in the Latin American division of Pan American to \$2,755,000.

It has frequently been brought out at this committee that there is a lot of business between the United States and Latin America, and it is odd that in such a profitable area subsidies should be required.

Some of us also feel that if the subsidies were raised above the House figure, as it subsequently was by the Holland amendment adopted by the Senate and almost entirely adopted in the conference committee, that then the CAB would find ways and means of forgetting about its own proposal in order E-9267 to make this reduction on Pan Am's Latin American division.

Our fears were entirely realized in that, given a larger appropriation by Congress than first appeared possible, the CAB subsequently issued another order which, instead of proposing a subsidy for Pan Am's Latin American division of only \$2,755,000 in order E-9267 of June 2, 1955, then boosted that same subsidy to \$6,396,000 in order E-9869 of December 22, 1955.

Right there is an increase of \$3,600,000.

Mr. Mulligan, of the CAB, at the hearings kept ducking my question and stated:

I am not aware of any cut based on an appropriation reduction.

Mr. Mulligan is appearing to hide behind a technicality. He is right. No cut was made by the CAB, but the CAB did issue a show-cause order to make such a cut 9 days after the House cut the total appropriation. Later, when the Holland amendment had increased the total subsidy appropriation, the CAB changed its mind and issued a new proposal for a subsidy for Pan Am's Latin American division \$3,600,000 larger than they themselves had previously proposed.

Of course it might be the merest coincidence that after the total appropriation was cut they issued a show cause order reducing the subsidy and that after the total subsidy was increased they issued another show cause order increasing the subsidy, but I think we have all

of us been around here long enough to understand what they have been doing and my definite impression is that the CAB knows where a good deal of fat is in this subsidy picture and when pushed by the Appropriations Committee has proposed, and will again propose, to cut it out. But, if we continue to be generous with the CAB they are naturally going to continue to be generous with the recipient airlines and I think the course of action for us to follow is to cut the subsidy, much deeper than we are now doing, and force some economies.

So in conclusion, while the Congress has made commendable reductions in the subsidy, having saved the taxpayers \$34,600,000 over the last 2 years since subsidies were separated from mail pay, and has made some reduction this year. Congress has a chance to make still further progress, by taking the burden of paying Pan American's income tax of \$9,310,000 off of the backs of the American taxpayers.

The Clerk read as follows:

Vessel operations revolving fund: Hereafter the vessel operations revolving fund, created by the Third Supplemental Appropriation Act, 1951, shall be available for necessary expenses incurred, in connection with protection, preservation, maintenance, acquisition, or use of vessels involved in mortgage-foreclosure or forfeiture proceedings instituted by the United States, including payment of prior claims and liens, expenses of sale, or other charges incident thereto; for necessary expenses incident to the redelivery and lay-up, in the United States, of ships now chartered under agreements which do not call for their return to the United States; for activation, repair and deactivation of merchant ships chartered under the jurisdiction of the Secretary of Commerce; and for payment of expenses of custody and husbanding of Government-owned ships other than those within reserve fleets: *Provided*, That not to exceed \$5 million of the funds of the vessel operations revolving fund may be used during the fiscal year 1957 for the purposes set forth in this paragraph.

Mr. BONNER. Mr. Chairman, I offer an amendment.

The Clerk read as follows:

Amendment offered by Mr. BONNER: On page 16, line 6, after "chartered", insert "for limited emergency purposes during the fiscal year 1957."

Mr. BONNER. Mr. Chairman, the language on page 16, line 5, "for activation, repair and deactivation of merchant ships chartered under the jurisdiction of the Secretary of Commerce" is subject to a point of order. The Maritime Administration and various boards have been criticized from time to time. This language is subject to an interpretation which could open Pandora's box. It could cost this Government a lot of money. It was the responsibility and duty of the Chairman of the Maritime Board to come to the Committee on Merchant Marine and Fisheries and bring this to their attention. That has not been done. From time to time, I have asked the Chairman of the Board to bring down his legislative programs in time so that the committee could take proper jurisdiction and bring out such legislation as might be necessary. I want to call your attention to a situation which could take place under this language. Certain ships that have been chartered are supposed to be returned to the fleet

at the expense of the charterer. By this language, the question I raise is whether you are going to make not only the activation free of cost, but also the deactivation free of cost. I have discussed this matter with the chairman of this committee and it was first understood that this language would only be put in a deficiency bill covering only the remainder of the current fiscal year ending June 30, 1956, so that the Committee on Merchant Marine and Fisheries of the House could open hearings on this subject and bring in legislation which would provide the way that this should be done. Now, you come into this situation where I understand, and I know and I recognize, that a particular emergency does exist. It is a case, with all charity and fairness to the Committee on Appropriations, where this thing should not be done in this way. I am not going to press the point of order because I appreciate the situation which exists. But, my amendment provides that this provision shall only be operative during the coming fiscal year, 1957, and only in limited circumstances.

Mr. PRESTON. Mr. Chairman, will the gentleman yield?

Mr. BONNER. I yield.

Mr. PRESTON. I think the gentleman's amendment is in reality a safeguard and so far as I am concerned, I think it represents a fair compromise on the question which was discussed in general debate. It is perfectly agreeable to me to accept the gentleman's amendment.

Mr. BONNER. The interpretation of this amendment—and I want the administration to pay attention to this when this bill becomes a law—the interpretation of this amendment is for ships that can be classified as an emergency in this situation—not ships that are already chartered—not ships that may be chartered for a long-range program, but only ships that are chartered to meet a limited and specific emergency shall be activated and deactivated under the provisions of this language.

Mr. MILLER of Maryland. Mr. Chairman, will the gentleman yield?

Mr. BONNER. I yield.

Mr. MILLER of Maryland. I understand our distinguished chairman, the gentleman from Georgia, has indicated that he would accept this amendment. I am glad to say as far as this side of the aisle is concerned, we concur in that. I think the gentleman from North Carolina knows that this committee has attempted in every way possible to get out of the parliamentary wrangling as to points of order and what not that might be raised on this bill, and that we are in full accord with the chairman of the Committee on Merchant Marine and Fisheries to have that committee take full jurisdiction of the matters that are properly in its charge. So we are very glad to accept the amendment.

Mr. BONNER. I thank the gentleman for his contribution. I want the committee to know I have discussed this with the minority members of the Committee on Merchant Marine and Fisheries. They feel just as I do—Mr. ALLEN of California, Mr. TOLLEFSON, the gentleman on the floor, Mr. PELLY, and others

of our committee. I again say that this is just another case where by legislating on an appropriation bill, it is going to weaken our activity in supervising the administration of the 1936 act.

The CHAIRMAN. The question is on the amendment.

The amendment was agreed to.

Mr. GROSS. Mr. Chairman, I move to strike out the last word.

Mr. Chairman, I do so to ask the chairman of the subcommittee a question. Is there any money whatever in this bill for the construction of a bridge between the States of Virginia and Maryland?

Mr. PRESTON. There are no funds in this bill whatsoever for that purpose.

Mr. GROSS. I thank the gentleman, and I yield back the remainder of my time.

Mr. BUDGE. Mr. Chairman, I move to strike out the last word.

Mr. Chairman, I take this time in order to direct a question to some member of the committee. It is my understanding that in the Bureau of Public Roads orders have gone forward to transfer design engineers, who design roads throughout the national forests, from the areas in which they have been serving for a great many years, to areas which would be several hundred miles away from the forests where the designing work is to be done for these roads. I am wondering if there are any funds in this bill for the transfer of those design engineers, or whether the committee has approved of that order which has gone out.

Mr. BOW. Mr. Chairman, will the gentleman yield?

Mr. BUDGE. I yield to the distinguished gentleman from Ohio, a member of the committee.

Mr. BOW. Speaking for myself and from my recollection of the hearings, I know of no funds in this bill for moving the offices of the Forest Highways Section of the Bureau of Public Roads to which the gentleman refers. My understanding is that the headquarters are now in the heart of the areas served by the agency and I would see no reason for moving them at this time. May I ask the chairman of our subcommittee if I am right, that there are no funds in this bill for the removal of that function.

Mr. PRESTON. If the gentleman will yield, there was no discussion in the hearings on the matter which the gentleman has raised. I am unable to say what the Bureau of Public Roads is planning to do, but it was not brought to our attention.

Mr. BUDGE. I appreciate the responses of the gentleman from Ohio and the gentleman from Georgia. I hope the subcommittee will if possible stop any such move by the Bureau of Public Roads. It seems ridiculous to me to take those engineers away from the immediate area where the national forests are located and move them several hundred miles away from the forests in which they are to design the roads and highways. I would most strenuously oppose the appropriation of funds for such purpose as I also would the actual move itself.

Mr. PRESTON. Will the gentleman yield?

Mr. BUDGE. I yield to the distinguished chairman of the committee.

Mr. PRESTON. If the gentleman will furnish us with a memorandum on this subject, the committee will be glad to pursue it and obtain the desired information and perhaps the desired results which the gentleman is seeking.

Mr. BUDGE. I thank the gentleman.

Mr. ANDREWS. Mr. Chairman, I move to strike out the last word, and I ask unanimous consent to speak out of order.

The CHAIRMAN. Is there objection to the request of the gentleman from Alabama?

There was no objection.

Mr. ANDREWS. Mr. Chairman, last Monday the Supreme Court indefinitely postponed a ruling on the legality of the 1950 Communist registration law.

Yesterday the Subversive Activities Control Board suspended all pending cases because of the Supreme Court's action.

Justice Clark in a minority opinion stated that the Court disregarded its plain responsibility and duty to decide important constitutional questions, and, further, that the action of the Court was nothing more than a procedural maneuver designed to gain time before the Communist Party must register as a subversive organization.

Justice Department lawyers said they were astounded by the majority opinion. Some Justice Department lawyers, according to the Washington Post this morning, declared that last Monday's opinion may prove to be the most important Communist victory in the courts of the past decade.

Mr. Chairman, how much longer will this Congress continue to permit the Supreme Court to usurp the powers of Congress, write the laws of this land, destroy States rights, and protect the Communist Party?

The Clerk read as follows:

WEATHER BUREAU

Salaries and expenses: For expenses necessary for the Weather Bureau, including maintenance and operation of aircraft; purchase of three passenger motor vehicles for replacement only; not to exceed \$25,000 for services as authorized by section 15 of the act of August 2, 1946 (5 U. S. C. 55a); and not to exceed \$10,000 for maintenance of a printing office in the city of Washington, as authorized by law; \$35,400,000: *Provided*, That during the current fiscal year, the maximum amount authorized under section 3 (a) of the act of June 2, 1948 (15 U. S. C. 327), for extra compensation to employees of other Government agencies for taking and transmitting meteorological observations, shall be \$5 per day; and the maximum base rate of pay authorized under section 3 (b) of said act, for employees conducting meteorological investigations in the Arctic region, shall be \$6,500 per annum, except that not more than 5 of such employees at any one time may receive a base rate of \$9,000 per annum, and such employees may be appointed without regard to the Classification Act of 1949, as amended.

Mr. FOGARTY. Mr. Chairman, I move to strike out the last word.

Mr. Chairman, I take this time to inquire of the committee if there are any increases for the Weather Bureau this year in these appropriations?

Mr. PRESTON. I may say to the gentleman that there is an increase this year under the heading "Salaries and Expenses" of \$1,250,000.

Under the heading "Establishment of meteorological facilities" there is an appropriation of \$2,500,000 which, when added to the \$7,500,000 that we appropriated for the fiscal year 1956, gives them a capital fund of \$10 million.

Mr. FOGARTY. So we are increasing the appropriations for the overall work of that bureau.

Mr. PRESTON. If the gentleman will yield further, I will recall that it was the gentleman from Rhode Island who last year was responsible for a large increase in Weather Bureau appropriations.

Mr. FOGARTY. With the gentleman's help and the help of the rest of the committee; but I would like information as to this year's appropriations, because it has been brought to my attention that it would take another \$2,400,000 to man about 1,000 more flash-flood centers in our country at the present time, and I was wondering if any discussion of this had come before the gentleman's committee during the hearings that were held on this bill.

Mr. PRESTON. There are funds in the bill that would provide for some research in this field, and we know that some is going on in the matter of flash-flood warnings at the present time.

Mr. FOGARTY. I understand there is a million for investigation in the field of flash floods and hurricanes.

Mr. PRESTON. Slightly over a million.

Mr. FOGARTY. Would it be possible to inquire when witnesses come before the gentleman's committee again as to how much it will take to see to it that all sections of our country are given the same forecast centers that other sections have at the present time, and what it would cost?

Mr. PRESTON. I may say to the gentleman from Rhode Island that, in view of his interest in this, the committee would welcome his appearance before our committee at the time of our next hearings and give us the benefit of his views in the matter of flash-flood warnings.

Mr. FOGARTY. If my distinguished friend from Georgia is in such a good mood today I would be glad to offer an amendment to place some money in this bill now.

Mr. PRESTON. I am not in that good a mood today. Last year the gentleman from Rhode Island got his amendment through. I am sure he does not intend to offer an amendment here today. May I say that we have doubled the appropriation for the Weather Bureau since 1947. There are very few agencies of the Government that have received such treatment. We have provided adequately for them when we gave them \$9,400,000 more than they had in 1956. We do not want to kill these people with kindness.

Mr. FOGARTY. I appreciate what the committee has done, but I think most of that has been recommended by advisory committees. The committee in general has done a good job. As long as the gentleman is not in a position to

accept an amendment at this time I will not offer one, but I do hope that by the time this bill is reported back to us from the Senate or by your committee a year hence, we will have all sections of the country that are vulnerable to flash floods which are causing loss of life, adequately covered in next year's appropriation even though it means another increase over what the Bureau of the Budget allows.

Major floods in New England and in California during the past year have taken a heavy toll of lives and inflicted severe property damage. Many lives could have been saved and some property damage prevented with better flood forecasts and warnings.

River forecast centers staffed with trained hydrologists and engineers were established a few years ago to serve the Susquehanna, Ohio, upper and middle Mississippi, Missouri, Arkansas, and Columbia River Basins. Similar centers were established during the past year at Hartford, Conn., to serve New England, and at Augusta, Ga., to serve the southeastern States.

To complete coverage of the United States, additional river forecast centers are required for the lower Mississippi, the west Gulf States, California, the Great Lakes drainage, and the Colorado and Great Basins.

Flood forecasts for the major streams can be prepared in these centers, but time is not sufficient between rainfall and floodcrest to provide warning service to the flash-flood areas. With the help of radar now available, and with cooperation from those communities subject to flashfloods, a method of alerting can be developed which will make possible evacuation of people and, in some cases, movable property. Several communities on the smaller streams in southern New England are now being covered by a flash-flood warning service, but hundreds of other communities that are potential flash areas throughout the United States have not been covered.

The remainder of the country can be covered by river forecast centers and flash-flood warnings provided for over 1,000 communities for \$2,400,000.

The Clerk read as follows:

Not to exceed \$315,000 shall be available for administrative expenses which shall be computed on an accrual basis: *Provided*, That said funds shall be available for services as authorized by section 15 of the act of August 2, 1946 (5 U. S. C. 55a), at rates for individuals not to exceed \$100 per day: *Provided further*, That the Corporation's funds shall be available for the purchase of not to exceed three passenger motor vehicles (two for replacement only).

Mr. ROOSEVELT. Mr. Chairman, I move to strike out the last word.

Mr. Chairman, I note first that, as is probably true with many Members of the House, there have been on the part of small business concerns a good many complaints that they have not been able to receive the necessary attention in the field offices of the SBA, and in many instances their applications for loans were a waste of time and their efforts to get assistance in procurement matters were also a waste of time, not because the in-

dividuals in the field offices did not want to give them help but because they were just overburdened. Therefore, I would like to have the present situation clarified, and I would like to ask the chairman of the committee a question. In this particular instance there can be no question that the full amount of money requested by the SBA in order to perform their services to small business in the form of administrative expenses has actually been allocated to them. And, further, if I read the hearings correctly on page 916, bottom of the page where the gentleman from Georgia [Mr. Preston] asked the specific question whether funds could be allocated from the revolving fund for administrative expenses, the answer was in the affirmative. Therefore, there is absolutely no excuse for field offices not to be sufficiently staffed and if that is correct then the responsibility now rests upon the administration to fully satisfy the needs of small business. Am I correct?

Mr. PRESTON. The Congress, of course, reserves the right to say how much can be transferred from the revolving fund for administrative purposes. In the case of disaster loans they do transfer readily from the revolving fund for administrative purposes. That is necessary because of the suddenness with which these things happen. They are unexpected. But now with reference to the general administration of the loan program, Congress must say and must retain the right to say how much they can use for administrative purposes. If we did not do that, we feel this agency, as many other agencies would do, would use an unfair and disproportionate amount of the revolving fund for administrative purposes instead of for lending purposes.

Mr. ROOSEVELT. The full amount of money requested by the Small Business Administration was granted to it as approved by the Bureau of the Budget. Were there any intimations from the Small Business Administration that this was not an adequate amount to adequately do the job?

Mr. PRESTON. We were assured by the Administrator that this was an adequate amount, and we, for the first time, allowed them every penny they requested both for administrative purposes and for lending purposes.

Mr. ROOSEVELT. I thank the Chairman.

Mr. FLOOD. Mr. Chairman, I move to strike out the last word.

Mr. Chairman, on this question of the Small Business Administration, I feel some sense of obligation here. I have always severely criticized the Small Business Administration in the last few years. I know of instances before our committee when it was shown that they had used more money for administrative purposes than they had for making any loans over an entire stated period. But, now, fair is fair, and I say this, Mr. Chairman, certainly in this last year it is my opinion and it was the feeling of our committee that, give the devil his due, this Small Business Administration has improved immeasurably in the grant-

ing of loans and in the entire administration of its organization. I believe the feeling was almost unanimous in the House about the way the Small Business Administration rose to the emergency in the series of acts of God and the widespread disasters all over the Nation in the last year. Their efforts could not have been improved upon by any Government agency, and I feel I should say this word for many of my colleagues who benefited in their areas. My area was severely damaged; the areas of neighboring colleagues of mine were severely damaged in the mountains of Pennsylvania. These people did everything reasonable and possible to meet the circumstances with the proper expenditure of funds. I feel as well that under the general operation of granting of loans the whole atmosphere there has been changed. This man, Mr. Wendell Barnes, who is running the office down there now I believe is a sincerely dedicated man to this operation. Of course, all the people in my district that want loans are certainly not getting them, and I am very unhappy about that, but I do feel that nobody has criticized or beat this horse over the head longer or more severely than have I. However, I think they have seen the error of their ways. The legislative committee and the Committee on Banking and Currency have done a great job on both sides of the aisle to speed this up and to improve it, and certainly we have come a long way recently in the granting of loans and in the administration of this Small Business Administration.

Mr. ROOSEVELT. Mr. Chairman, will the gentleman yield?

Mr. FLOOD. I yield to the gentleman from California.

Mr. ROOSEVELT. I think the gentleman will agree, however, if you have visited many of the field offices such as I did last summer, that in many of the field offices the burden on the staff in relation to what is coming in and going out is almost an impossible burden.

Mr. FLOOD. Let me say this. There is absolutely no question about that. For instance, in my area of Luzerne County, Pa., which is under the Philadelphia district office, that office has to rob Peter to pay Paul to send men up to assist my area. They just do not have the help. I am sure, from the gentleman's much greater experience than mine in the regional offices and the district offices they do not have sufficient personnel to meet this great increase in loans, especially under this new special loan program up to \$15,000. You are quite right, and I want to help them get it. However, we did give them every penny they asked for and the people they asked for and I am sure they are trying to do a good job.

Mr. ROOSEVELT. I thank the gentleman, and I agree with him.

The Clerk concluded the reading of the bill.

Mr. PRESTON. Mr. Chairman, I move that the Committee do now rise and report the bill back to the House with an amendment, with the recommendation that the amendment be agreed to and that the bill as amended do pass.

The motion was agreed to.

Accordingly the Committee rose; and the Speaker having resumed the chair, Mr. HAYS of Arkansas, Chairman of the Committee of the Whole House on the State of the Union, reported that that Committee, having had under consideration the bill (H. R. 10899) making appropriations for the Department of Commerce and related agencies for the fiscal year ending June 30, 1957, and for other purposes, had directed him to report the bill back to the House with an amendment, with the recommendation that the amendment be agreed to, and that the bill as amended do pass.

Mr. PRESTON. Mr. Speaker, I move the previous question on the bill and the amendment thereto to final passage.

The previous question was ordered.

The SPEAKER. The question is on the amendment.

The amendment was agreed to.

The SPEAKER. The question is on the engrossment and third reading of the bill.

The bill was ordered to be engrossed and read a third time and was read the third time.

The SPEAKER. The question is on the passage of the bill.

The bill was passed.

A motion to reconsider was laid on the table.

GENERAL LEAVE TO EXTEND

Mr. PRESTON. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to extend their remarks on the bill just passed.

The SPEAKER. Is there objection to the request of the gentleman from Georgia?

There was no objection.

1956 FARM BILL

Mr. SMITH of Virginia. Mr. Speaker, I call up House Resolution 492 and ask for its immediate consideration.

The Clerk read the resolution, as follows:

Resolved, That up on the adoption of this resolution it shall be in order to move that the House resolve itself into the Committee of the Whole House on the State of the Union for the consideration of the bill (H. R. 10875) to enact the Agricultural Act of 1956. After general debate, which shall be confined to the bill and continue not to exceed 2 hours, to be equally divided and controlled by the chairman and ranking minority member of the Committee on Agriculture, the bill shall be read for amendment under the 5-minute rule. At the conclusion of the consideration of the bill for amendment, the Committee shall rise and report the bill to the House with such amendments as may have been adopted and the previous question shall be considered as ordered on the bill and amendments thereto to final passage without intervening motion except one motion to recommend.

CALL OF THE HOUSE

Mr. GROSS. Mr. Speaker, I make the point of order that a quorum is not present.

The SPEAKER. Evidently a quorum is not present.

Mr. SMITH of Virginia. Mr. Speaker, I move a call of the House.

A call of the House was ordered.

The Clerk called the roll, and the following Members failed to answer to their names:

[Roll No. 37]

Allen, Calif.	Green, Oreg.	Matthews
Barden	Griffiths	Miller, Calif.
Bennett, Fla.	Gubser	Mollohan
Betts	Gwinn	Morrison
Blitch	Haley	Nelson
Bolton	Herlong	O'Hara, Minn.
Oliver P.	Hillings	Passman
Bowler	Hoffman, Ill.	Powell
Boykin	Holfield	Prouty
Carlyle	Jenkins	Rains
Chatham	Jensen	Reed, N. Y.
Cole	Johnson, Calif.	Staggers
Dawson, Ill.	Jones, Ala.	Taylor
Deane	Kearns	Teague, Tex.
Donovan	Kelly, N. Y.	Vursell
Eberhart	Lane	Williams, N. Y.
Fisher	Lankford	Wilson, Calif.
Gamble	McDowell	Wolcott
Grant		

The SPEAKER. On this rollcall 376 Members have answered to their names, a quorum.

By unanimous consent, further proceedings under the call were dispensed with.

1956 FARM BILL

Mr. SMITH of Virginia. Mr. Speaker, I yield 30 minutes of my time to the gentleman from Oregon [Mr. ELLSWORTH], and at this time I yield myself such time as I may consume.

(Mr. SMITH of Virginia asked and was given permission to revise and extend his remarks.)

Mr. SMITH of Virginia. Mr. Speaker, House Resolution 492 makes in order the consideration of H. R. 10875, the 1956 farm bill.

The resolution provides for an open rule and 2 hours of debate on the bill.

The bill authorizes one billion two hundred million a year for the soil bank. A maximum of seven hundred and fifty million a year for the next 4 years is provided for payments to farmers to reduce the acreage of wheat, cotton, corn, peanuts, rice, tobacco, and feed grains. Also, a conservation reserve program is set up which is designed to remove acreage from crop production on a semipermanent basis. Under this program payments approximately equivalent to the rental value of the land would be made, with an annual limit of \$450 million.

No provision is made for advance payments to farmers, and the compulsory features proposed in other soil-bank legislation were not included in this bill. Limits have been put on the amounts which can be spent on specific crops, thus assuring an equitable disposition of funds. Provision is made for the protection of tenants and sharecroppers.

Another feature presented for the first time is a program designed to bring stability to a deteriorating feed-grain situation by cutting down the acreage of feed grain and giving producers support prices of approximately 81 percent of parity, if they comply with the acreage reduction.

Title II contains provisions to deal with the disposal of surplus commodities including the processing of food commodities, authorization to pay ocean freight

on surplus commodities donated abroad, authorization to the President to make agreements limiting imports, and authorization for studies by the Department of Agriculture to determine other means of disposing of surplus food.

Title III provides for marketing quotas and acreage allotments, and title IV contains provisions to encourage tree planting and reforestation in the States.

The committee reports comply with the Ramseyer rule, and I urge the adoption of House Resolution 492.

Mr. ELLSWORTH. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, the gentleman from Virginia [Mr. SMITH] has explained the rule and the nature of the bill which the rule makes in order. I can only add that it is an open rule, it has no special provisions in it of any kind and, in my opinion, should be agreed to.

Mr. Speaker, I yield such time to the gentleman from New York [Mr. KEATING] as he may consume.

(Mr. KEATING asked and was given permission to revise and extend his remarks and to include an editorial comment on the entire farm problem.)

Mr. KEATING. Mr. Speaker, I wish to insert in the body of the RECORD some interesting and pertinent editorial comment entitled "Farm Snare," by Lester Tanzer:

WASHINGTON.—Hardly a day passes now that some new episode isn't added to this city's most exciting, and often confusing, political drama. It's called: "The Democrats' Dilemma, or How to Seem to Help the Farmer Without Actually Doing So."

The curtain went up a fortnight ago when President Eisenhower vetoed the gimmick-laden farm bill. Ever since, the Democrats have been scrambling to make the most of what they figured should have been a politically demoralizing action for the GOP. But the party's strategists, usually adept at politicking, have pulled one tactical boner after another until the advantage that once seemed theirs has slipped away.

After discarding a succession of plans, the Democrats look like they've settled finally on their strategy. This week they pushed through the House Agriculture Committee, a bill built around the soil-bank program for paying farmers not to grow surplus crops. The proposed measure also includes all the features of the vetoed farm bill which the President didn't specifically object to.

"But the Democrats carefully removed from the soil-bank plan the payment-in-advance feature Mr. Eisenhower recommended as a way of advancing \$500 million to farmers early this fall for simply signing a contract to take part in the scheme. "By God," a leading Democratic Senator was heard to exclaim the other day, "they'll mail out money to farmers before election day over my dead body."

DEMOCRATIC MANEUVERS

The Democrats' strategy, quite patently, is to pass a bill that will bring little immediate aid for farmers; the soil bank, stripped of the prepayment provision, would do little good until next year. That way, a party chieftain privately admits, "the Republicans won't be able to say we blocked farm legislation this year. And there won't be enough aid paid out before November to help the Republicans with the farm voters."

But whatever the outcome of the Democrats' latest maneuver, it's clear they are in a political box right now. To understand just how the Democrats have gone about snatching defeat from the jaws of victory, in Wash-

ington at least, consider the background and the earlier episodes of the drama:

Ever since the farm fight began back in January, the Democrats had been pointing toward a Presidential veto. Forcing Mr. Eisenhower to reject a bill that might have brought some fast relief for growers, party leaders reckoned, would sew up the farm vote they thought was moving their way anyhow.

With the aid of farm-State Republicans, the Democrats nursed high price-support bills through the Senate, a House-Senate conference committee, and then through both Houses the last time around. When Mr. Eisenhower vetoed the measure, as expected, the Democrats were jubilant.

But when the smoke cleared, the Democrats' position wasn't as strong as it first seemed. Mr. Eisenhower's nationwide broadcast in explanation of the veto took much of the edge off his action. In his message he announced the administration, on its own, was boosting price supports on major crops. And the Chief Executive also unveiled the advance-payments plan, concocted at the last minute by his politically astute White House advisers.

Then the Democrats pulled a boner when they tried to override the veto in the House, which originally voted for the farm bill by 237 to 181. Democratic leaders conceded they couldn't muster the necessary two-thirds vote to pass the bill over the President's veto but they figured a decisive majority vote would embarrass the administration even more.

MAJOR MISCALCULATION

But the Democrats miscalculated. Farm area Republicans, impressed by the aid Mr. Eisenhower offered farmers in his veto message, stayed in the fold. Big-city Democrats, aware of the overwhelming approval with which urban folks greeted Mr. Eisenhower's broadcast, sided with the administration. Result: The Democrats couldn't even raise a simple majority, losing 211 to 202.

GOP leaders quickly moved to keep the Democrats on the defensive by introducing the soil-bank program again, this time with the President's advance-payments scheme. Phone calls from the White House went out to Republicans who had bolted the administration to make sure they lined up behind the soil-bank scheme.

The Democrats countered by contending the President could have set up a soil-bank plan under existing legislation—that all he needed was the money. The idea was to make it seem that the Republicans, not the Democrats, were delaying the soil bank. To dramatize this argument, the Democrats in the House Appropriations Committee quickly voted \$1.2 billion for Agriculture Secretary Benson. Of course, if Mr. Benson couldn't legally spend this money to help the farmer, as the farm chief claimed, that was all to the good, thought the Democratic strategists.

But the vote in the Appropriations Committee backfired. House Republicans promptly moved to tie specific authority to set up a soil bank to the new spending money voted Mr. Benson. Sensing defeat, the Democrats dropped their efforts in the Appropriations Committee and cast about for more direct legislation.

DITCHED SCHEME

First the Democrats proposed combining the soil-bank plan, without the advance-payments feature, with a sort of Brannan plan. Uncle Sam, according to this scheme, would pay the farmers direct handouts covering the difference between the going support rate and 90 percent of parity. But it soon became obvious to Democratic leaders they couldn't get enough Republicans to go along to pass such a bill.

So the Brannan plan cash payments came out. In its place entered a host of minor

provisions first included in the vetoed farm measure that would do farmers little good right away but which might let the Democrats claim the new catchall as their bill. This is the position the Democrats are now assuming.

Whether the Democrats will be able to push their bill all the way through Congress without surrendering to Republican demands for prepayments under the soil bank is open to question.

What's certain, though, is the political jockeying for position on farm legislation is likely to go on clear through summer and into the fall. In fact, it may not be until next November 6 before the final curtain comes down on the Democrats' dilemma.

Mr. ELLSWORTH. Mr. Speaker, I yield 5 minutes to the gentleman from Illinois [Mr. SPRINGER].

Mr. SPRINGER. Mr. Speaker, I said from the Well of this House on three other occasions within the last month that I have been supporting the soil-bank plan for over 3 years. I have been supporting it because it means a great deal to agriculture and especially to the areas which have price-supported crops.

May I say to those who are not familiar with the terms of the soil-bank plan that it provides the first method I have ever seen in this House of reducing acreage and thereby reducing supply, without in fact, reducing the farmer's income.

It is true this plan will not increase the farmer's income per acre over what he would have received had he planted a crop. But we can say that the soil-bank plan will not reduce his income. What is most important now is that farm income per acre does not continue to slide. That is feature No. 1 of the soil-bank plan.

Feature No. 2, and far more important, is the fact that within a 2- or 3-year period we should be able to bring supply somewhere in balance with demand, if this program is properly administered. Now, why is this second point so important to just the average corn farmer? For this reason. When supply is reduced, almost automatically the demand goes up and the price of corn rises in the open market place. The effect of the soil-bank plan by raising the price for the farmer in the open market place is the best long-run result I can think of. When the farmer gets a fair price in the market place, all other problems seem to disappear.

The soil bank has this third feature: We have been paying subsidies over a long period of time. The soil-bank plan, by reducing acreage and supply, offers the first opportunity for the farmer to get away from the subsidy and parity payment. When his price rises to a fair figure, whether he comes under the acreage program and complies or not, it means that he will be able to sell his produce to the consumer. It will not be necessary for the government to take it, store it and to pay the farmer for it.

Mr. Speaker, for these three reasons this bill ought to pass. First, it will reduce acreage. Secondly, it will eventually increase the price to the farmer in the open market place as the program becomes effective. In the third place, it will mean a definite reduction eventually in the payments from the Government

84TH CONGRESS
2D SESSION

H. R. 10899

IN THE SENATE OF THE UNITED STATES

MAY 3 (legislative day, APRIL 26), 1956

Read twice and referred to the Committee on Appropriations

AN ACT

Making appropriations for the Department of Commerce and related agencies for the fiscal year ending June 30, 1957, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United State of America in Congress assembled,*
3 That the following sums are appropriated, out of any money
4 in the Treasury not otherwise appropriated, for the Depart-
5 ment of Commerce and related agencies for the fiscal year
6 ending June 30, 1957, namely:

1 TITLE I—DEPARTMENT OF COMMERCE

2 GENERAL ADMINISTRATION

3 Salaries and expenses: For expenses necessary for the
4 general administration of the Department of Commerce,
5 including teletype news service (not exceeding \$1,000) ;
6 \$2,425,000.

7 BUREAU OF THE CENSUS

8 Salaries and expenses: For expenses necessary for col-
9 lecting, compiling, and publishing current census statistics
10 provided for by law; for general administration, including
11 enumerators at rates to be fixed without regard to the Clas-
12 sification Act of 1949, as amended; and purchase of one
13 passenger motor vehicle for replacement only; \$7,413,000.

14 Census of governments: For expenses necessary for
15 taking, compiling, and publishing the 1957 census of gov-
16 ernments as authorized by law, including personal services
17 by contract or otherwise, at rates to be fixed by the Secretary
18 of Commerce without regard to the Classification Act of
19 1949, as amended; and additional compensation of Federal
20 employees temporarily detailed for field work under this
21 appropriation; \$1,750,000, to remain available until June
22 30, 1959.

23 National housing inventory: For expenses necessary for
24 conducting a survey of housing, including personal services
25 by contract or otherwise at rates to be fixed by the Secretary

1 of Commerce without regard to the Classification Act of
2 1949, as amended; and compensation of Federal employees
3 temporarily detailed for field work under this appropriation;
4 \$1,000,000.

5 1958 censuses of business, transportation, manufactures,
6 and mineral industries: For expenses necessary to prepare
7 for the 1958 censuses of business, transportation, manufac-
8 tures, and mineral industries as authorized by law; \$150,000,
9 to remain available until December 31, 1958.

10 Censuses of business, manufactures, and mineral in-
11 dustries: Not to exceed \$900,000 of the amounts heretofore
12 appropriated under the head "Census of agriculture" may be
13 transferred to the appropriation granted under this head in
14 the Department of Commerce and Related Agencies Appro-
15 priation Act, 1956.

16 CIVIL AERONAUTICS ADMINISTRATION

17 Operation and regulation: For necessary expenses of the
18 Civil Aeronautics Administration in carrying out the pro-
19 visions of the Civil Aeronautics Act of 1938, as amended
20 (49 U. S. C. 401), and other Acts incident to the enforce-
21 ment of safety regulations, maintenance and operation of
22 air-navigation and air-traffic control facilities, and disposal of
23 surplus airports and administering instruments of disposal;
24 planning, research, and administrative expenses for carrying
25 out the provisions of the Federal Airport Act of May 13,

1 1946, as amended, including furnishing advisory services to
2 States and other public and private agencies in connection
3 with the construction or improvement of airports and landing
4 areas; developmental work and service-testing as tends to the
5 creation of improved air-navigation facilities, including land-
6 ing areas, aircraft, aircraft engines, propellers, appliances,
7 personnel, and operation methods, and acquisition of sites for
8 such activities by lease, or grant; purchase of not to exceed
9 ninety passenger motor vehicles for replacement only; hire
10 of aircraft (not exceeding \$370,000) ; operation and main-
11 tenance of not to exceed eighty-five aircraft; fees and mile-
12 age of expert and other witnesses; and purchase and repair
13 of skis and snowshoes; \$125,000,000: *Provided*, That there
14 may be credited to this appropriation, funds received from
15 States, counties, municipalities, and other public authorities
16 for expenses incurred in the maintenance and operation of
17 air-navigation facilities.

18 Establishment of air-navigation facilities: For an addi-
19 tional amount for the acquisition, establishment, and im-
20 provement by contract or purchase and hire of air-naviga-
21 tion facilities, including the initial acquisition of necessary
22 sites by lease or grant; the construction and furnishing of
23 quarters and related accommodations for officers and em-
24 ployees of the Civil Aeronautics Administration and the
25 Weather Bureau stationed at remote localities not on foreign

1 soil where such accommodations are not available; purchase
2 of not to exceed five aircraft for replacement only; the initial
3 flight checking of air-navigation facilities and the transporta-
4 tion by air to and from and within the Territories of the
5 United States of materials and equipment secured under this
6 appropriation; \$37,500,000, to remain available until ex-
7 pended.

8 Grants-in-aid for airports (liquidation of contract au-
9 thorization) : For liquidation of obligations incurred under
10 authority granted in the Act of August 3, 1955 (69 Stat.
11 441), to enter into contracts, \$30,000,000, to remain avail-
12 able until expended.

13 Maintenance and operation, Washington National Air-
14 port: For expenses incident to the care, operation, mainte-
15 nance and protection of the Washington National Airport,
16 including purchase of one passenger motor vehicle for re-
17 placement only; purchase, cleaning, and repair of uniforms;
18 and arms and ammunition; \$1,500,000.

19 Maintenance and operation of public airports, Territory
20 of Alaska: For expenses necessary for the maintenance,
21 improvement, and operation of public airports in the Territory
22 of Alaska, as authorized by law (48 U. S. C. 485 c-h) ;
23 including arms and ammunition; and purchase, repair, and
24 cleaning of uniforms; \$618,000.

25 Air navigation development: For expenses necessary for

1 planning and developing a national system of aids to air
2 navigation and air traffic control common to military and
3 civil air navigation, including research, experimental investi-
4 gations, purchase and development, by contract or otherwise,
5 of new types of air navigation aids (including plans, specifi-
6 cations, and drawings) ; hire of aircraft; acquisition of neces-
7 sary sites by lease or grant; payments in advance under con-
8 tracts for research or development work; and not to exceed
9 \$192,000 for administrative expenses; \$1,500,000.

10 CIVIL AERONAUTICS BOARD

11 Salaries and expenses: For necessary expenses of the
12 Civil Aeronautics Board, including contract stenographic
13 reporting services; employment of temporary guards on a
14 contract or fee basis; salaries and traveling expenses of
15 employees detailed to attend courses of training conducted
16 by the Government or industries serving aviation; purchase
17 (not to exceed two for replacement only) of passenger
18 motor vehicles; and hire, operation, maintenance, and repair
19 of aircraft; \$4,550,000.

20 Payments to air carriers: For payments to air carriers
21 of so much of the compensation fixed and determined by the
22 Civil Aeronautics Board under section 406 of the Civil Aero-
23 nautics Act of 1938, as amended (49 U. S. C. 486), as is
24 payable by the Civil Aeronautics Board pursuant to Re-

1 organization Plan No. 10 of 1953; \$15,000,000, to remain
2 available until expended.

3 COAST AND GEODETIC SURVEY

4 Salaries and expenses: For expenses necessary to carry
5 out the provisions of the Act of August 6, 1947 (33 U. S. C.
6 883a-883i), including purchase of not to exceed three pas-
7 senger motor vehicles for replacement only; uniforms or al-
8 lowances therefor, as authorized by the Act of September 1,
9 1954 (68 Stat. 1114), as amended; lease of sites and the
10 erection of temporary buildings for tide, magnetic or seismo-
11 logical observations; hire of aircraft; operation, maintenance,
12 and repair of an airplane; extra compensation at not to
13 exceed \$15 per month to each member of the crew of a
14 vessel when assigned duties as recorder or instrument ob-
15 server, and at not to exceed \$1 per day for each station to
16 employees of other Federal agencies while making ocean-
17 ographic observations or tending seismographs; pay, allow-
18 ances, gratuities, transportation of dependents and house-
19 hold effects, and payment of funeral expenses, as authorized
20 by law, for not to exceed 185 commissioned officers on the
21 active list; payments under the Uniform Services Con-
22 tingency Option Act of 1953; and pay of commissioned of-
23 ficers retired in accordance with law; \$10,800,000, of which
24 \$446,000 shall be available for retirement pay of commis-
25 sioned officers: *Provided*, That during the current fiscal

1 year, this appropriation shall be reimbursed for press costs
2 and costs of paper for charts published by the Coast and
3 Geodetic Survey and furnished for the official use of the
4 military departments of the Department of Defense.

5 Construction of a surveying ship: For designing, con-
6 structing, equipping, and outfitting one surveying ship, as
7 authorized by the Act of August 5, 1955 (69 Stat. 537),
8 \$3,400,000, to remain available until expended.

9 BUSINESS AND DEFENSE SERVICES ADMINISTRATION

10 Salaries and expenses: For necessary expenses of the
11 Business and Defense Services Administration, including
12 transportation and not to exceed \$15 per diem in lieu of
13 subsistence for persons serving without compensation while
14 away from their homes or regular places of business,
15 \$7,200,000.

16 BUREAU OF FOREIGN COMMERCE

17 Salaries and expenses: For necessary expenses of the
18 Bureau of Foreign Commerce, including the purchase of
19 commercial and trade reports; \$2,400,000.

20 OFFICE OF BUSINESS ECONOMICS

21 Salaries and expenses: For necessary expenses of the
22 Office of Business Economics, \$1,000,000.

23 MARITIME ACTIVITIES

24 Ship construction: For payment of construction-differ-
25 ential subsidy and cost of national-defense features incident

1 to construction of ships for operation in foreign commerce
2 (46 U. S. C. 1152, 1154), and the cost of national-defense
3 features incident to construction of vessels for domestic oper-
4 ation (46 U. S. C. 1159); for payment of construction-
5 differential subsidy and cost of national-defense features inci-
6 dent to the reconstruction and reconditioning of ships under
7 title V of the Merchant Marine Act, 1936, as amended
8 (46 U. S. C. 1154); for reconditioning and betterment of
9 one ship in the national-defense reserve fleet; for acquisition
10 of used ships pursuant to section 510 of the Merchant Marine
11 Act, 1936, as amended (46 U. S. C. 1160), and the pay-
12 ment of cost of national-defense features incorporated in new
13 tankers constructed to replace used tankers; and for research,
14 development, and design expenses incident to new and ad-
15 vanced ship design, machinery, and equipment; \$54,800,000,
16 to remain available until expended: *Provided*, That transfers
17 may be made to the appropriation for the current fiscal year
18 for "Salaries and expenses" for administrative and warehouse
19 expenses (not to exceed \$1,000,000) and for reserve fleet
20 expenses (not to exceed \$500,000), and any such trans-
21 fers shall be without regard to the limitations under that
22 appropriation on the amounts available for such expenses:
23 *Provided further*, That appropriations granted herein shall be
24 available to pay construction-differential subsidy granted by

1 the Federal Maritime Board, pursuant to section 501 (c) of
2 the Merchant Marine Act, 1936, as amended, to aid in the
3 reconstruction of any Mariner-class ships sold under the pro-
4 visions of title VII of the 1936 Act: *Provided further*, That
5 all ship construction, reconditioning, and betterment of vessels
6 appropriated for herein, shall be performed in shipyards in
7 the continental United States: *Provided further*, That no
8 funds contained in this Act may be used to commence con-
9 struction, reconstruction, conversion, reconditioning, or
10 betterment of any vessel until the total Federal funds
11 required to complete such work have been appropriated.

12 Operating-differential subsidies: For the payment of ob-
13 ligations incurred for operating-differential subsidies granted
14 on or after January 1, 1947, as authorized by the Merchant
15 Marine Act, 1936, as amended, and in appropriations here-
16 tofore made to the United States Maritime Commission,
17 \$124,000,000, to remain available until expended: *Pro-*
18 *vided*, That to the extent that the operating-differential
19 subsidy accrual (computed on the basis of parity) is
20 represented on the operator's books by a contingent ac-
21 counts receivable item against the United States as a partial
22 or complete offset to the recapture accrual, the operator (1)
23 shall be excused from making deposits in the special reserve
24 fund, and (2) as to the amount of such earnings the deposit
25 of which is so excused shall be entitled to the same tax

1 treatment as though it had been deposited in said special
2 reserve fund. To the extent that any amount paid to the
3 operator by the United States reduces the balance in the
4 operator's contingent receivable account against the United
5 States, such amount shall forthwith be deposited in the
6 special reserve fund of the operator: *Provided further*, That
7 no contracts shall be executed during the current fiscal year
8 by the Federal Maritime Board which will obligate the
9 Government to pay operating differential subsidy on more
10 than two thousand voyages in any one calendar year, in-
11 cluding voyages covered by contracts in effect at the be-
12 ginning of the current fiscal year.

13 Salaries and expenses: For expenses necessary for
14 carrying into effect the Merchant Marine Act, 1936, and
15 other laws administered by the Federal Maritime Board and
16 the Maritime Administration, \$15,187,000, within limita-
17 tions as follows:

18 Administrative expenses, including not to exceed \$1,125
19 for entertainment of officials of other countries when specifi-
20 cally authorized by the Maritime Administrator and pur-
21 chase of not to exceed four passenger motor vehicles for
22 replacement only, \$6,482,000;

23 Maintenance of shipyard and reserve training facilities
24 and operation of warehouses, \$1,455,000;

25 Reserve fleet expenses, \$7,250,000.

1 Maritime training: For training cadets as officers of the
2 merchant marine at the Merchant Marine Academy at Kings
3 Point, New York, including pay and allowances for personnel
4 of the United States Maritime Service as authorized by law
5 (46 U. S. C. 1126, 63 Stat. 802, 64 Stat. 794, and 66 Stat.
6 79) ; not to exceed \$2,500 for contingencies for the Super-
7 intendent, United States Merchant Marine Academy, to be
8 expended in his discretion; and not to exceed \$35,000 for
9 transfer to applicable appropriations of the Public Health
10 Service for services rendered the Maritime Administration;
11 \$2,200,000, including uniform and textbook allowances for
12 cadet midshipmen, at an average yearly cost of not to exceed
13 \$200 per cadet: *Provided*, That except as herein provided
14 for uniform and textbook allowances this appropriation shall
15 not be used for compensation or allowances for cadets.

16 State marine schools: To reimburse the State of Cali-
17 fornia, \$47,500; the State of Maine, \$47,500; the State of
18 Massachusetts, \$47,500; and the State of New York, \$47,-
19 500; for expenses incurred in the maintenance and support
20 of marine schools in such States as provided in the Act au-
21 thorizing the establishment of marine schools, and so forth,
22 approved March 4, 1911, as amended (34 U. S. C. 1121-
23 1123) ; \$149,800 for the maintenance and repair of vessels
24 loaned by the United States to the said States for use in
25 connection with such State marine schools; and \$320,200

1 for allowances for uniforms, textbooks, and subsistence of
2 cadets at State marine schools, to be paid in accordance with
3 regulations established pursuant to law (46 U. S. C. 1126
4 (b)) ; \$660,000.

5 Repair of reserve fleet vessels (liquidation of contract
6 authorization) : Advances may be made from the appropria-
7 tion granted under this head in the Department of Commerce
8 and Related Agencies Appropriation Act, 1956, to the ap-
9 propriation for the current fiscal year for "Salaries and ex-
10 penses, maritime activities", for administrative expenses (not
11 to exceed \$150,000) and for reserve fleet expenses (in such
12 amounts as may be required) , and such advances shall be in
13 addition to amounts otherwise made available for such ex-
14 penses.

15 War Shipping Administration liquidation: The unex-
16 pended balance of the appropriation to the Secretary of the
17 Treasury in the Second Supplemental Appropriation Act,
18 1948, for liquidation of obligations approved by the General
19 Accounting Office as properly incurred against funds of the
20 War Shipping Administration prior to January 1, 1947, is
21 hereby continued available during the current fiscal year,
22 and shall be available for the payment of obligations incurred
23 against the working fund titled: "Working fund, Commerce,
24 War Shipping Administration functions, December 31,
25 1946".

1 General provisions—Maritime activities: No additional
2 vessels shall be allocated under charter, nor shall any vessel
3 be continued under charter by reason of any extension of
4 chartering authority beyond June 30, 1949, unless the char-
5 terer shall agree that the Maritime Administration shall have
6 no obligation upon redelivery to accept or pay for consum-
7 able stores, bunkers and slop-chest items, except with respect
8 to such minimum amounts of bunkers as the Maritime Ad-
9 ministration considers advisable to be retained on the vessel
10 and that prior to such redelivery all consumable stores, slop-
11 chest items, and bunkers over and above such minimums
12 shall be removed from the vessel by the charterer at his own
13 expense.

14 No money made available to the Department of Com-
15 merce, for maritime activities, by this or any other Act shall
16 be used in payment for a vessel the title to which is acquired
17 by the Government either by requisition or purchase, or the
18 use of which is taken either by requisition or agreement, or
19 which is insured by the Government and lost while so insured,
20 unless the price or hire to be paid therefor (except in cases
21 where section 802 of the Merchant Marine Act, 1936, as
22 amended, is applicable) is computed in accordance with
23 subsection 902 (a) of said Act, as that subsection is inter-
24 preted by the General Accounting Office.

25 Notwithstanding any other provision of this Act, the

1 Maritime Administration is authorized to furnish utilities
2 and services and make necessary repairs in connection with
3 any lease, contract, or occupancy involving Government
4 property under control of the Maritime Administration, and
5 payments received by the Maritime Administration for
6 utilities, services, and repairs so furnished or made shall
7 be credited to the appropriation charged with the cost
8 thereof: *Provided*, That rental payments under any such
9 lease, contract, or occupancy on account of items other than
10 such utilities, services, or repairs shall be covered into the
11 Treasury as miscellaneous receipts.

12 No obligations shall be incurred during the current fis-
13 cal year from the construction fund established by the Mer-
14 chant Marine Act, 1936, or otherwise, in excess of the
15 appropriations and limitations contained in this Act, or in
16 any prior appropriation Act, and all receipts which other-
17 wise would be deposited to the credit of said fund shall be
18 covered into the Treasury as miscellaneous receipts.

19 Vessel operations revolving fund: Hereafter the vessel
20 operations revolving fund, created by the Third Supple-
21 mental Appropriation Act, 1951, shall be available for
22 necessary expenses incurred, in connection with protection,
23 preservation, maintenance, acquisition, or use of vessels
24 involved in mortgage-foreclosure or forfeiture proceedings
25 instituted by the United States, including payment of prior

1 claims and liens, expenses of sale, or other charges incident
2 thereto; for necessary expenses incident to the redelivery
3 and lay-up, in the United States, of ships now chartered
4 under agreements which do not call for their return to the
5 United States; for activation, repair and deactivation of
6 merchant ships chartered for limited emergency purposes
7 during the fiscal year 1957 under the jurisdiction of the Sec-
8 retary of Commerce; and for payment of expenses of custody
9 and husbanding of Government-owned ships other than
10 those within reserve fleets: *Provided*, That not to exceed
11 \$5,000,000 of the funds of the vessel operations revolving
12 fund may be used during the fiscal year 1957 for the pur-
13 poses set forth in this paragraph.

14 PATENT OFFICE

15 Salaries and expenses: For necessary expenses of the
16 Patent Office, including services as authorized by section 15
17 of the Act of August 2, 1946 (5 U. S. C. 55a), at rates
18 for individuals not to exceed \$75 per diem (not to exceed
19 \$25,000); and defense of suits instituted against the Com-
20 missioner of Patents; \$17,000,000.

21 BUREAU OF PUBLIC ROADS

22 General administrative expenses: Necessary expenses of
23 administration, including advertising (including advertising
24 in the city of Washington for work to be performed in areas
25 adjacent thereto), purchase of seventy-five passenger motor

1 vehicles for replacement only, and the maintenance and re-
2 pairs of experimental highways, shall be paid, in accordance
3 with law, from appropriations available to the Bureau of
4 Public Roads.

5 Of the total amount available from appropriations of the
6 Bureau of Public Roads for general administrative expenses,
7 pursuant to the provisions of section 21 of the Act of Novem-
8 ber 9, 1921, as amended (23 U. S. C. 21), \$100,000 shall
9 be available for all necessary expenses to enable the President
10 to utilize the services of the Bureau of Public Roads in
11 fulfilling the obligations of the United States under the Con-
12 vention on the Pan-American Highway Between the United
13 States and Other American Republics (51 Stat. 152), co-
14 operation with several governments, members of the Pan
15 American Union, in connection with the survey and con-
16 struction of the Inter-American Highway, and for performing
17 engineering service in Pan-American countries for and upon
18 the request of any agency or governmental corporation of the
19 United States.

20 Federal-aid highways: For carrying out the provisions
21 of the Act of July 11, 1916, as amended and supplemented
22 (23 U. S. C. 1-22, 24-105, 107-117), to remain available
23 until expended, \$775,000,000, which sum is composed of
24 \$186,500,000, the balance of the amount authorized to be
25 appropriated for the fiscal year 1955, \$585,500,000, a part

1 of the amount authorized to be appropriated for the fiscal
2 year 1956, and \$30,401, \$14,097, \$1,034,766, and
3 \$985,204, the latter sums being for reimbursement of the
4 sums expended for the repair or reconstruction of highways
5 and bridges which have been damaged or destroyed by
6 floods, hurricanes, or landslides, as provided by section 4 of
7 the Act approved June 8, 1938, section 7 of the Act ap-
8 proved July 13, 1943, and section 9 of the Act approved
9 September 7, 1950, as amended (23 U. S. C. 13a and 13b),
10 and section 7 of the Act approved June 25, 1952, and
11 \$935,532 for reimbursement of the sums expended for the
12 design and construction of highway bridges upon and across
13 dams in accordance with the Act of July 29, 1946 (60 Stat.
14 709).

15 Forest highways: For expenses, not otherwise provided
16 for, necessary for carrying out the provisions of section 23
17 of the Federal Highway Act of November 9, 1921, as
18 amended (23 U. S. C. 23, 23a), to remain available until
19 expended, \$23,000,000, which sum is composed of \$16,750,-
20 000, the remainder of the amount authorized to be appro-
21 priated for the fiscal year 1956, and \$6,250,000, a part of
22 the amount authorized to be appropriated for the fiscal year
23 1957: *Provided*, That this appropriation shall be available
24 for the rental, purchase, construction, or alteration of build-
25 ings and sites necessary for the storage and repair of equip-

1 ment and supplies used for road construction and mainte-
2 nance, but the total cost of any such item under this author-
3 ization shall not exceed \$15,000.

4 Public lands highways (liquidation of contract authori-
5 zation) : For payment of obligations incurred pursuant to
6 the contract authorization granted by section 6 of the Fed-
7 eral-Aid Highway Act of 1954 (68 Stat. 73), to remain
8 available until expended, \$1,000,000, which sum is composed
9 of \$625,000, the remainder of the amount authorized for
10 fiscal year 1956, and \$375,000, a part of the amount au-
11 thorized for fiscal year 1957.

12 General provisions—Bureau of Public Roads: None of
13 the money appropriated for the work of the Bureau of Pub-
14 lic Roads during the current fiscal year shall be paid to any
15 State on account of any project on which convict labor shall
16 be employed, but this provision shall not apply to labor per-
17 formed by convicts on parole or probation.

18 During the current fiscal year authorized engineering or
19 other services in connection with the survey, construction,
20 and maintenance, or improvement of roads may be per-
21 formed for other Government agencies, cooperating foreign
22 countries, and State cooperating agencies, and reimburse-
23 ment for such services (which may include depreciation on
24 engineering and road-building equipment used) shall be
25 credited to the appropriation concerned.

1 During the current fiscal year appropriations for the
2 work of the Bureau of Public Roads shall be available for
3 expenses of warehouse maintenance and the procurement,
4 care, and handling of supplies, materials, and equipment for
5 distribution to projects under the supervision of the Bureau
6 of Public Roads, or for sale or distribution to other Govern-
7 ment activities, cooperating foreign countries, and State
8 cooperating agencies, and the cost of such supplies and
9 materials or the value of such equipment (including the
10 cost of transportation and handling) may be reimbursed to
11 current applicable appropriations.

12 Appropriations to the Bureau of Public Roads may be
13 used in emergency for medical supplies and services and
14 other assistance necessary for the immediate relief of em-
15 ployees engaged on hazardous work under that Bureau, and
16 for temporary services as authorized by section 15 of the Act
17 of August 2, 1946 (5 U. S. C. 55a), but at rates for in-
18 dividuals not in excess of \$100 per diem.

19 NATIONAL BUREAU OF STANDARDS

20 Expenses: For expenses necessary in performing the
21 functions authorized by the Act of March 3, 1901, as
22 amended (15 U. S. C. 271-278c), including general ad-
23 ministration; operation, maintenance, alteration, and protec-
24 tion of grounds and facilities; and improvement and con-
25 struction of temporary or special facilities as authorized by

1 section 2 of the Act of July 21, 1950 (15 U. S. C. 286) ;
2 \$8,750,000: *Provided*, That during the current fiscal year
3 the maximum base rate of compensation for employees
4 appointed pursuant to the Act of July 21, 1950 (15 U. S. C.
5 285), shall be equivalent to the entrance rate of GS-12.

6 Plant and equipment: For construction of a pilot elec-
7 tronic data-processing device to be used in the performance
8 of functions authorized by the Act of March 3, 1901, as
9 amended (15 U. S. C. 271-278c) ; repair of mechanical
10 facilities; and expenses incurred, as authorized by section
11 2 of the Act of July 21, 1950 (15 U. S. C. 286), in
12 the construction or improvement of buildings, grounds, and
13 other facilities, and, without regard to the cost limitation con-
14 tained in that Act, the construction of field station buildings
15 at Anchorage, Alaska, and at Maui, Territory of Hawaii; and
16 purchase of six passenger motor vehicles for replacement
17 only; \$450,000, to remain available until expended.

18 WEATHER BUREAU

19 Salaries and expenses: For expenses necessary for the
20 Weather Bureau, including maintenance and operation of air-
21 craft; purchase of three passenger motor vehicles for
22 replacement only; not to exceed \$25,000 for services as au-
23 thorized by section 15 of the Act of August 2, 1946 (5
24 U. S. C. 55a) ; and not to exceed \$10,000 for maintenance
25 of a printing office in the city of Washington, as authorized

1 by law; \$35,400,000: *Provided*, That during the current
2 fiscal year, the maximum amount authorized under section 3
3 (a) of the Act of June 2, 1948 (15 U. S. C. 327), for
4 extra compensation to employees of other Government
5 agencies for taking and transmitting meteorological observa-
6 tions, shall be \$5 per day; and the maximum base rate of
7 pay authorized under section 3 (b) of said Act, for em-
8 ployees conducting meteorological investigations in the
9 Arctic region, shall be \$6,500 per annum, except that not
10 more than five of such employees at any one time may
11 receive a base rate of \$9,000 per annum, and such employees
12 may be appointed without regard to the Classification Act
13 of 1949, as amended.

14 Establishment of meteorological facilities: For an addi-
15 tional amount for the acquisition, establishment, and reloca-
16 tion of meteorological facilities and related equipment, in-
17 cluding the alteration and modernization of existing facili-
18 ties; \$2,500,000, to remain available until June 30, 1959.

19 GENERAL PROVISIONS—DEPARTMENT OF COMMERCE

20 SEC. 102. During the current fiscal year applicable
21 appropriations and funds available to the Department of
22 Commerce shall be available for the activities specified in the
23 Act of October 26, 1949 (5 U. S. C. 596a), to the extent
24 and in the manner prescribed by said Act.

25 SEC. 103. Appropriations in this title available for sal-

aries and expenses shall be available for expenses of attendance at meetings of organizations concerned with the activities for which the appropriations are made; hire of passenger motor vehicles; services as authorized by section 15 of the Act of August 2, 1946 (5 U. S. C. 55a), but, unless otherwise specified, at rates for individuals not to exceed \$50 per diem; and uniforms, or allowances therefor, as authorized by the Act of September 1, 1954 (68 Stat. 1114), as amended.

TITLE II—THE PANAMA CANAL

CANAL ZONE GOVERNMENT

Operating expenses: For operating expenses necessary for the Canal Zone Government, including operation of the Postal Service of the Canal Zone; hire of passenger motor vehicles; uniforms or allowances therefor, as authorized by the Act of September 1, 1954 (68 Stat. 1114), as amended; expenses incident to conducting hearings on the Isthmus; expenses of attendance at meetings, when authorized by the Governor of the Canal Zone, of organizations concerned with activities pertaining to the Canal Zone Government; expenses of special training of employees of the Canal Zone Government as authorized by law (63 Stat. 602); contingencies of the Governor; residence for the Governor; medical aid and support of the insane and of lepers and aid and support of indigent persons legally within the Canal Zone,

1 including expenses of their deportation when practicable;
2 and payments of not to exceed \$50 in any one case to
3 persons within the Government service who shall furnish
4 blood for transfusions; \$15,410,000.

5 Capital outlay: The appropriation heretofore granted
6 under this head shall be available during the current fiscal
7 year for the purchase of not to exceed eight passenger motor
8 vehicles for replacement only.

9 PANAMA CANAL COMPANY

10 The following corporation is hereby authorized to make
11 such expenditures, within the limits of funds and borrowing
12 authority available to it and in accord with law, and to make
13 such contracts and commitments without regard to fiscal
14 year limitations as provided by section 104 of the Govern-
15 ment Corporation Control Act, as amended, as may be neces-
16 sary in carrying out the programs set forth in the Budget
17 for the fiscal year 1957 for such corporation, except as here-
18 inafter provided:

19 Not to exceed \$3,562,100 of the funds available to
20 the Panama Canal Company shall be available during
21 the current fiscal year for general and administrative
22 expenses of the Company, which shall be computed on an
23 accrual basis: *Provided*, That as used herein, the term "gen-
24 eral and administrative expenses" shall not be construed to
25 include expenses otherwise classified in the preceding fiscal

1 year: *Provided further*, That funds available for operating
2 expenses shall be available for the purchase of not to exceed
3 eighteen passenger motor vehicles for replacement only,
4 and for uniforms or allowances therefor, as authorized by the
5 Act of September 1, 1954 (68 Stat. 1114), as amended.

6 GENERAL PROVISIONS—THE PANAMA CANAL

7 SEC. 202. No part of any appropriation contained in this
8 Act shall be used directly or indirectly, except for tem-
9 porary employment in case of emergency, for the payment
10 of any civilian for services rendered by him on the Canal
11 Zone while occupying a skilled, technical, clerical, admin-
12 istrative, executive, or supervisory position unless such person
13 is a citizen of the United States of America or of the
14 Republic of Panama: *Provided, however*, (1) That, not-
15 withstanding the provision in the Act approved August 11,
16 1939 (53 Stat. 1409) limiting employment in the above-
17 mentioned positions to citizens of the United States from
18 and after the date of approval of said Act, citizens of Panama
19 may be employed in such positions; (2) that at no time
20 shall the number of Panamanian citizens employed in the
21 above-mentioned positions exceed the number of citizens
22 of the United States so employed, if United States citizens
23 are available in continental United States or on the Canal
24 Zone; (3) that nothing in this Act shall prohibit the
25 continued employment of any person who shall have ren-

1 dered fifteen or more years of faithful and honorable service
2 on the Canal Zone; (4) that in the selection of personnel
3 for skilled, technical, administrative, clerical, supervisory,
4 or executive positions, the controlling factors in filling these
5 positions shall be efficiency, experience, training, and edu-
6 cation; (5) that all citizens of Panama and the United
7 States rendering skilled, technical, clerical, administrative,
8 executive, or supervisory service on the Canal Zone under
9 the terms of this Act (a) shall normally be employed not
10 more than forty hours per week, (b) may receive as com-
11 pensation equal rates of pay based upon rates paid for
12 similar employment in continental United States plus 25
13 per centum; (6) this entire section shall apply only to
14 persons employed in skilled, technical, clerical, administra-
15 tive, executive, or supervisory positions on the Canal Zone
16 directly or indirectly by any branch of the United States
17 Government or by any corporation or company whose stock
18 is owned wholly or in part by the United States Govern-
19 ment: *Provided further*, That the President may suspend
20 from time to time in whole or in part compliance with this
21 section if he should deem such course to be in the public
22 interest.

23 SEC. 203. The Governor of the Canal Zone is authorized
24 to employ services as authorized by section 15 of the Act of
25 August 2, 1946 (5 U. S. C. 55a), in an amount not

1 exceeding \$15,000: *Provided*, That the rates for individuals
2 shall not exceed \$100 per diem.

3 SEC. 204. The Governor of the Canal Zone and
4 the President of the Panama Canal Company, in computing
5 allowances for the cost of travel on home leave for persons
6 who elect at their expense to take other than the lowest
7 first-class travel to the United States, shall take into account
8 as the cost to the United States the actual cost, as computed
9 by the General Accounting Office, of travel by United States
10 owned and operated vessels rather than a reduced fare rate
11 which is available for such employees when traveling on their
12 own account.

13 TITLE III—INDEPENDENT AGENCIES

14 ADVISORY COMMITTEE ON WEATHER CONTROL

15 Salaries and expenses: The unobligated balance of the
16 appropriation granted under this head for the fiscal year
17 1956 shall remain available until July 30, 1956, for neces-
18 sary expenses of the Advisory Committee on Weather Con-
19 trol, established by the Act of August 13, 1953 (67 Stat.
20 559), including services as authorized by section 15 of the
21 Act of August 2, 1946 (5 U. S. C. 55a).

22 SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

23 The Saint Lawrence Seaway Development Corporation
24 is hereby authorized to make such expenditures, within the
25 limits of funds and borrowing authority available to such Cor-

1 poration, and in accord with law, and to make such contracts
2 and commitments without regard to fiscal year limitations as
3 provided by section 104 of the Government Corporation Con-
4 trol Act, as amended, as may be necessary in carrying out
5 the programs set forth in the budget for the fiscal year 1957
6 for such Corporation, except as hereinafter provided:

7 Not to exceed \$315,000 shall be available for adminis-
8 trative expenses which shall be computed on an accrual
9 basis: *Provided*, That said funds shall be available for serv-
10 ices as authorized by section 15 of the Act of August 2, 1946
11 (5 U. S. C. 55a), at rates for individuals not to exceed \$100
12 per day: *Provided further*, That the Corporation's funds
13 shall be available for the purchase of not to exceed three
14 passenger motor vehicles (two for replacement only).

15 SMALL BUSINESS ADMINISTRATION

16 Salaries and expenses: For necessary expenses, not
17 otherwise provided for, of the Small Business Administra-
18 tion, including expenses of attendance at meetings concerned
19 with the purposes of this appropriation and hire of passenger
20 motor vehicles, \$1,890,000; and in addition there may be
21 transferred to this appropriation not to exceed \$4,610,000
22 from the Revolving Fund, Small Business Administration,
23 and not to exceed \$500,000 from the fund for Liquidation of
24 Reconstruction Finance Corporation Disaster Loans, Small
25 Business Administration, for administrative expenses in con-

1 nection with activities financed under said funds: *Provided*,
2 That the amount authorized for transfer from the Revolving
3 Fund, Small Business Administration, may be increased,
4 with the approval of the Bureau of the Budget, by such
5 amount as may be required to finance administrative expenses
6 incurred in the making of disaster loans.

7 Revolving Fund: For additional capital for the Revolv-
8 ing Fund authorized by the Small Business Act of 1953,
9 as amended, to be available without fiscal year limitation,
10 \$50,000,000.

11 TARIFF COMMISSION

12 Salaries and expenses: For necessary expenses of the
13 Tariff Commission, including subscriptions to newspapers
14 (not to exceed \$200), not to exceed \$20,000 for expenses
15 of travel, and contract stenographic reporting services as
16 authorized by section 15 of the Act of August 2, 1946
17 (5 U. S. C. 55a), \$1,550,000: *Provided*, That no part
18 of this appropriation shall be used to pay the salary of any
19 member of the Tariff Commission who shall hereafter par-
20 ticipate in any proceedings under sections 336, 337, and
21 338 of the Tariff Act of 1930, wherein he or any member of
22 his family has any special, direct, and pecuniary interest,
23 or in which he has acted as attorney or special representa-
24 tive: *Provided further*, That no part of the foregoing
25 appropriation shall be used for making any special study,

1 investigation or report at the request of any other agency
2 of the executive branch of the Government unless reimburse-
3 ment is made for the cost thereof: *And provided further,*
4 That that part of the foregoing appropriation which is for ex-
5 penses of travel shall be available, when specifically author-
6 ized by the Chairman of the Tariff Commission, for expenses
7 of attendance at meetings of organizations concerned with
8 the functions and activities of the said Commission.

9 TITLE IV—GENERAL PROVISIONS

10 SEC. 401. No part of any appropriation contained in
11 this Act shall be used for publicity or propaganda purposes
12 not heretofore authorized by the Congress.

13 SEC. 402. No part of any appropriation contained in
14 this Act shall be used to pay any expenses incident to or
15 in connection with participation in the International Materials
16 Conference.

17 This Act may be cited as the "Department of Com-
18 merce and Related Agencies Appropriation Act, 1957".

Passed the House of Representatives May 2, 1956.

Attest:

RALPH R. ROBERTS,

Clerk.

A BILL

Making appropriations for the Department of Commerce and related agencies for the fiscal year ending June 30, 1957, and for other purposes.

MAY 3 (legislative day, APRIL 26), 1956

Read twice and referred to the Committee on
Appropriations

Digest of CONGRESSIONAL PROCEEDINGS

OF INTEREST TO THE DEPARTMENT OF AGRICULTURE

OFFICE OF BUDGET AND FINANCE
(For Department Staff Only)

Issued May 23, 1956
For actions of May 22, 1956
84th--2nd, No. 84

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HIGHLIGHTS: Senate agreed to conference report on farm bill. House received conference report on farm bill. Senate passed USDA appropriation bill. Conferees were appointed. Senate debated Johnston retirement bill. Sen. Case commended accomplishments and progress of REA. House passed public works appropriation bill.

SENATE

1. FARM PROGRAM. Agreed to the conference report on H. R. 10875, the farm bill. p. 7803 Attached to this Digest is a summary of the bill as agreed to.
2. APPROPRIATIONS. Passed with amendments H. R. 11177, the USDA appropriation bill. pp. 7783, 7797

Agreed to the following amendments:

By Sen. Holland (joined by Sen. Smathers) to increase the appropriation for "Plant and Animal Disease and Pest Control," ARS, by \$1,500,000 for the eradication of the Mediterranean fruit fly, of which \$1,250,000 would be immediately available. p. 7797

By Sen. Knowland, to increase the appropriation for ARS research by \$60,000 for the development of mechanical prune pickers. p. 7801

By Sen. Humphrey (joined by Sen. Young), to increase the amount for electrification loans by \$68,700,000 with elimination of the reserve authorization in the same amount, which would provide a total direct loan authorization of \$214,000,000. This amendment also increases the telephone loan authorization by \$50,500,000 with elimination of the reserve authorization of that amount, which would provide a total for direct telephone loans of \$100,000,000. p. 7788

The following amendments were discussed and withdrawn:

By Sen. Aiken, to increase the appropriation for the Office of the Secretary by \$10,500. p. 7801

By Sen. Thye, to provide an appropriation of \$18,915,000 for construction of an animal disease laboratory at some location other than Beltsville, Md. p. 7786

The Appropriations Committee reported with amendments H. R. 10721, the State-Justice appropriation bill (S. Rept. 2034). p. 7769

The Appropriations Subcommittees ordered reported with amendments to the full Committee H. R. 10899, the Commerce appropriation bill, and H. R. 9739, the independent offices appropriation bill. p. 7511

3. PERSONNEL. Continued debate on S. 2875, the Johnston retirement bill. pp. 7781, 7819

The Post Office and Civil Service Committee reported without amendment H. R. 3255, to preserve in certain cases the rates of pay of employees whose positions are reclassified to a lower grade (S. Rept. 2035). p. 7771

4. ELECTRIFICATION. Sen. Case commended the accomplishments and progress of REA, and the comforts it had brought to farm families. p. 7774

5. FOREIGN TRADE. Received from the Commerce Department a report on export control for the first quarter of 1956. p. 7771

Received from the Tariff Commission a proposed bill to provide additional time for the Tariff Commission to review the customs tariff schedules; to Finance Committee. p. 7771

6. FAIRS. Sen. Wiley inserted his statement on fairs and the part they have played in rural life. p. 7772

7. REPORTS. Sen. Smith, N. J., spoke of the Hoover Commission recommendation for agencies to "give increased emphasis in their reports program to the need to protect the public from unnecessary reporting burdens" and inserted a White House statement and a letter from the President to the Budget Bureau supporting this recommendation. p. 7774

8. PARITY PRICES. Sen. Kerr spoke on and inserted statements and figures to support his statement during the debate on the farm bill that farm products generally are being sold by farmers on an average of not to exceed 70% of parity; Sen. Capehart disputed these figures and inserted figures from this Department to support his position. p. 7790

9. SUGAR. Sen. Lehman inserted his statement contending that there were inequities in the conference report on H. R. 7030, particularly as it relates to Puerto Rico and the Philippines. p. 7781

HOUSE

10. FARM PROGRAM. Received the conference report on H. R. 10875, the farm bill (H. Rept. 2197). pp. 7825, 7827

11. APPROPRIATIONS. Passed with amendments H. R. 11319, the public works appropriation bill for 1957, including TVA, certain agencies of the Interior Department, and civil functions of the Army (p. 7827). Amendments adopted included an amendment by Rep. Abernethy to provide \$160,000 for a resurvey of the Tenn.-Tombigbee Waterway by a vote of 179 to 170 (pp. 7860, 7878); an amendment by Rep. Boggs to provide \$300,000 for planning of the Mississippi-Gulf outlet

explain the Department's failure to contract with additional preference customers. "It is difficult to understand how the Department can take this position in view of the provisions of the Flood Control Act, which establish REA cooperatives as preference customers and call for the widest distribution of power generated at Federal dams at the lowest possible cost, consistent with good business practices. The testimony of the Department witnesses as to the reasons why certain preference customers have not been granted contracts with the SPA was in no sense conclusive. The Committee therefore directs the Department to consider further the applications for power and for integration of REA systems which have been presented to the Southwestern Power Administration and to report to the Committee at the time of the hearings on the 1958 budget the action taken.

"The Committee desires also that a further study be made of the feasibility of serving the load centers of the cooperatives on the Northwest Electric Power generating and transmitting co-op system at the basic SPA power rate until such time as the Northwest system is loaded to the full capacity of its own steam-generating plant at Missouri City. The Conferees on the 1956 Public Works Appropriation Bill directed integration arrangements which would provide for service to distribution co-ops at the basic SPA rate, if practical. From the testimony obtained during the hearings, it appears clear that such a contractual arrangement with Northwest is practical, at least until the Missouri City Steam Plant is entirely loaded."

COORDINATION OF PUBLIC CONSTRUCTION PROGRAMS

"It has been brought to the attention of the Committee, in connection with several projects, that construction by public agencies has not been coordinated and that considerable unnecessary expense has resulted. This has been especially true with regard to additional road construction in reservoir areas between the time of authorization and construction of water control projects, resulting in unnecessary additional costs for relocation. In connection with one project, road development in the reservoir area in recent years is so extensive that the cost of relocation apparently makes a previously well justified project completely infeasible. In other instances the Forest Service of the United States Department of Agriculture has built access logging roads that are much more permanent, and much more costly than necessary for logging operations.

"In general, this problem is most serious as it affects the program of the Corps of Engineers since their projects usually have to bear the additional costs involved. It, therefore, behooves the Corps to take the lead in developing a system of information exchange and better cooperation between public construction agencies. The Committee will expect a report on progress in this field when hearings are held on the budget for 1958."

SENATE

13. PERSONNEL. Passed with amendments S. 2875, the Johnston retirement bill. pp. 7894, 7908, 7913, 7921, 7933, 7940

Agreed to the following amendments:

By Sen. Johnston, to establish ceilings on the amount of annual benefits which may be paid to surviving children. p. 7921

By Sen. Carlson, directing the Secretary of the Treasury to invest retirement funds in U. S. interest-bearing securities, and the income derived from these investments to become a part of the retirement fund. p. 7923

By Sen. Johnston (as a substitute for an amendment by Sen. Carlson), to strike provisions from bill permitting employees who quit with less than 20 years of service to obtain social security coverage for the service. p. 7927

By Sen. Hill, to credit certain military duty for retirement purposes. p. 7933

Rejected the following amendments:

By Sen. Knowland, to strike out the provision in the bill providing free and automatic survivor rights on the first \$2400 of annuities, and to retain the present provisions of law regarding this, by a vote of 16 to 65. p. 7934

By Sen. Carlson, to delete the provision in the bill which provides for optional retirement before the age of 60, by a vote of 36 to 46. p. 7927

Sen. Smathers inserted a proclamation by the Governor of Florida proclaiming the week of June 10, "Federal Government Employees Appreciation Week". p. 7894

14. APPROPRIATIONS. The Appropriations Committee reported with amendments H. R. 10899, the Commerce Department appropriation bill (S. Rept. 2039). p. 7895

15. FORESTRY. The Interstate and Foreign Commerce Committee reported without amendment H. R. 9822, to provide for the establishment of a trout hatchery on the Davidson River in the Pisgah National Forest, N. C. (S. Rept. 2038). p. 7895

16. FARM PROGRAM. Sen. Humphrey and others commented on the recent passage of the farm bill and criticized Administration farm policies. p. 7913

17. EXTENSION SERVICE. Sen. Wiley inserted a Christian Science Monitor article paying tribute to the Univ. of Wis. extension division. p. 7906

18. RECREATION. Sen. Neuberger spoke on the need for additional outdoor recreational facilities, and inserted a magazine article on the subject. p. 7910

19. VETERANS. Sen. Langer inserted a speech of the vice commander, Disabled American Veterans, criticizing the report of the Bradley Commission on veterans' affairs. p. 7911

20. FARM PRICES. Sen. Capehart inserted several tables showing recent trends in farm prices in Indiana for a number of farm commodities. p. 7937

21. ROADS. Sen. Case inserted and commented on several tables relating to apportionment of Federal funds to States for highway construction, construction costs of highways by the mile, etc. p. 7944

22. LIBRARY SERVICES. A Labor and Public Welfare subcommittee ordered reported to the full committee without amendment H. R. 2840, to promote the further development of public library service in rural areas. p. D519

23. MILK. A Labor and Public Welfare subcommittee ordered reported to the full committee without amendment S. 1614, to revise the definition and standards of certain dry milk solids. p. D519

24. HOUSING. Made S. 3855, the housing bill, its unfinished business to be considered today. p. 7948

ITEMS IN APPENDIX

25. FARM PROGRAM. Rep. Albert inserted a "concise" statement of the major provisions of H. R. 10875, the new farm bill. p. A 4153

Sen. Neuberger inserted a constituent's letter explaining in detail how he plans to incorporate the soil-bank provisions into his farm plan. p. A 4131

Sen. Watkins inserted a letter written to the editor of a newspaper and stated "this letter, which commends President Eisenhower for his veto on H.R. 12,

DEPARTMENT OF COMMERCE AND RELATED AGENCIES
APPROPRIATION BILL, 1957

MAY 23 (legislative day MAY 7), 1956.—Ordered to be printed

Mr. HOLLAND, from the Committee on Appropriations, submitted the following

R E P O R T

[To accompany H. R. 10899]

The Committee on Appropriations, to whom was referred the bill (H. R. 10899) making appropriations for the Department of Commerce and related agencies for the fiscal year ending June 30, 1957, and for other purposes, report the same to the Senate with various amendments and present herewith information relative to the changes made:

Amount of bill as passed House.....	\$1, 382, 003, 000
Amount of increase by the Senate.....	63, 563, 000
Amount of bill as reported to Senate.....	1, 445, 566, 000
Amount of appropriations, 1956.....	1, 478, 998, 500
Amount of the regular and supplemental budget estimates, 1957.....	1, 522, 673, 000
The bill as reported to the Senate:	
Under the appropriations for 1956.....	33, 432, 500
Under the estimates for 1957.....	77, 107, 000

Summary of bill

Appropriation	Appropriations (adjusted), 1956	Estimates, 1957	House bill, 1957	Senate com- mittee recom- mendations, 1957	Increase (+) or decrease (-), Senate bill compared with—		
					Appropriations, 1956	Estimates, 1957	House bill, 1957
Title I—Department of Commerce.....	\$1,413,364,500	\$1,453,568,000	\$1,313,153,000	\$1,376,706,000	-\$36,638,500	-\$76,862,000	+\$63,553,000
Title II—The Panama Canal.....	16,748,000	15,660,000	15,410,000	15,410,000	-1,338,000	-250,000	-----
Title III—Independent agencies.....	48,886,000	53,445,000	53,440,000	53,450,000	+4,564,000	+5,000	+10,000
Total, titles I, II, and III.....	1,478,998,500	1,522,673,000	1,382,003,000	1,445,566,000	-33,432,500	-77,107,000	+63,563,000

TITLE I—DEPARTMENT OF COMMERCE

For the Department of Commerce, including the Civil Aeronautics Board, the committee recommends \$1,376,706,000, an increase of \$63,553,000 above the amount allowed by the House. The total, with comparisons of the amount recommended with the appropriations for fiscal year 1956 and with amounts allowed by the House of Representatives is shown in the accompanying summary table, showing the amounts allowed by title of the bill and by agency.

GENERAL ADMINISTRATION

Salaries and expenses.—The committee recommends \$2,465,000, an increase of \$40,000 over the amount allowed by the House and an increase of \$152,500 over the 1956 appropriation.

The committee believes that within this amount it should be possible to provide for the needs of this office. It is requested that the committee be provided with the staffing roster of the Office of the Under Secretary for Transportation indicating the utilization of the funds provided in the amount allowed. There should be no need for detail or transfer of personnel to staff this area and this practice is to be discouraged. However, should circumstances arise which, in the judgment of the Secretary, require personnel transfers or details, the committee requests that such action be reported to it with accompanying justification. Language has been included in the bill providing that \$3,600 of this appropriation may be expended on the certificate of the Secretary and his certification shall be considered sufficient voucher for the expenditure.

BUREAU OF THE CENSUS

Salaries and expenses.—The committee recommends \$7,475,000, an increase of \$59,500 over the 1956 appropriation and an increase of \$62,000 over the House bill. Of the \$62,000 increase over the House bill, \$13,000 will permit the Census Bureau to reinstate the former level of service in foreign trade statistics and \$49,000 to improve and attain better developed data on the monthly retail trade inventories.

Census of government.—The committee recommends \$2,100,000, the amount of the budget estimate and an increase of \$350,000 over the \$1,750,000 allowed in the House bill.

National housing inventory.—The committee recommends the disallowance of this item in its entirety. The House bill allowed \$1,000,000 of a budget request of \$1,800,000.

Censuses of business, manufactures, and mineral industries.—The committee recommends the budget language as requested and as approved in the House bill authorizing the transfer of not to exceed \$900,000 from the appropriation "Census of agriculture."

A series of nine special tabulations of statistical data on industrial concentration in American industry is being prepared by the Census Bureau, at the request of the Judiciary Subcommittee on Antitrust and Monopoly. These tabulations, based upon the 1954 censuses, will provide basic economic information needed by that subcommittee for the completion of the study it was directed to make of the anti-trust laws by Senate Resolution 170. The committee understands

that the data the Census Bureau is gathering will be submitted to the Commerce and Related Agencies Appropriations Subcommittee and the Judiciary Subcommittee during the month of October. It was reported to the committee that by receiving this material in the manner described by the Census Bureau witnesses, the Judiciary Subcommittee will be enabled to prepare its interpretation before the end of calendar year 1956, an objective which will be made effective by the transmission of the material to the Commerce and Related Agencies Appropriations Subcommittee and the Antitrust Subcommittee before any public release is made by the Bureau of the Census of partial data.

CIVIL AERONAUTICS ADMINISTRATION

Operation and regulation.—The committee recommends \$128,608,000, an increase of \$3,608,000 over the House bill. This amount represents an increase of \$15,968,000 over the 1956 appropriation. The sum recommended by the committee is \$108,000 over the budget estimate. This additional \$108,000 will provide funds for the continued operations of the 39 intermediate fields proposed for discontinuance and which the committee wishes continued in operation. There is also included language to authorize purchase of 110 passenger motor vehicles, an increase of 20 over the 90 allowed by the House bill.

The committee has been advised of an indifference relative to providing weather information to plane passengers during their waiting periods at airports. The Civil Aeronautics Administration is requested to give attention to this matter and take the necessary steps to effect an improvement in this service to the public.

Establishment of air navigation facilities.—The committee recommends \$40,000,000, the amount of the budget estimate and an increase of \$2,500,000 over the House bill. The amount allowed is an increase of \$24,000,000 over the 1956 appropriation. This is the first-year phase of a \$246,000,000 5-year plan.

Maintenance and operation, Washington National Airport.—The committee recommends \$1,500,000, the amount of the House bill and the budget estimate. This amount is an increase of \$112,000 over the 1956 appropriation.

The committee joins with the House committee in its statement that the Secretary of Commerce should insist that the Military Air Transport Service be located at some other field convenient to Washington to relieve the increasing demands being placed upon Washington National Airport by civilian traffic.

CIVIL AERONAUTICS BOARD

Salaries and expenses.—The committee recommends \$4,700,000, the amount of the budget estimate and an increase of \$150,000 over the House bill. The amount allowed is an increase of \$310,000 over the 1956 appropriation.

Payments to air carriers.—The committee recommends \$17,400,000, an increase of \$2,400,000 over the House bill and a reduction of \$2,600,000 from the budget estimate. It was testified at the hearings that there would remain unexpended, at the close of the current fiscal year, a balance of \$22,600,000. This balance, together with the recommended \$17,400,000, would make available \$40 million for estimated expenditures of approximately that amount.

Whereas the budget requests reflect a great improvement in general housekeeping in the past year which is commendable, nevertheless the committee wishes to urge continued effort on the part of the Board to reduce trunkline subsidies by allocations of routes to provide as much self-sufficiency as possible. The committee very strongly recommends that the Board should also give every consideration to the service needs of various sections of the country so that they will not be adversely affected in development by lack of vital service in this air age.

It is hoped that the Interstate and Foreign Commerce Committee of the Senate will continue its efforts to achieve increased commercial air carrier revenue, with accompanying decreases in subsidies, by pressing for curtailment of MATS services, where commercial service is available.

COAST AND GEODETIC SURVEY

Salaries and expenses.—The committee recommends \$11,020,000, the amount of the budget estimate and an increase of \$220,000 over the House bill. The amount allowed is an increase of \$296,000 over the 1956 appropriation.

Construction of a surveying ship.—The committee recommends \$3,700,000, the amount of the budget estimate and an increase of \$300,000 over the House bill. This amount will permit the placing of contracts for the design, construction, equipping, and outfitting of an adequate survey vessel.

BUSINESS AND DEFENSE SERVICES ADMINISTRATION

Salaries and expenses.—The committee recommends \$6,900,000, a reduction of \$300,000 from the House bill and a reduction of \$600,000 from the budget estimate. The amount allowed is an increase of \$300,000 over the 1956 appropriation. This increase will provide \$250,000 for an expanded area development program and \$50,000 for the National Inventors Council.

OFFICE OF BUSINESS ECONOMICS

Salaries and expenses.—The committee recommends \$900,000, a reduction of \$100,000 from the House bill and \$300,000 less than the budget estimate. The amount allowed is \$60,000 less than the 1956 appropriation.

MARITIME ACTIVITIES

Ship construction.—The committee recommends \$108,880,000, an increase of \$54,080,000 over the House bill and a decrease of \$42,720,000 from the budget estimate. The amount allowed is \$22,430,000 above the 1956 appropriation.

The amount recommended excludes funds requested (and not allowed in the House bill) for construction of three prototype ships. In addition, there have been deleted funds requested for conversion of one Liberty ship. Legislative proposals authorizing these items are currently pending in the House Merchant Marine and Fisheries Committee and the Senate Interstate and Foreign Commerce Committee.

The following summary details the recommendation of the committee:

Conversion of 2 Mariners for American President Lines.....	\$2, 300, 000
Ship replacement program.....	88, 400, 000
Acquisition of replaced ships.....	15, 000, 000
Research and development.....	1, 400, 000
Administrative and warehouse expense.....	1, 780, 000
	<hr/>
	108, 880, 000

There is also included language limiting to \$1,232,000 the amounts that may be transferred to salaries and expenses for administrative and warehouse expenses during the fiscal year 1957.

Operating-differential subsidies.—The committee recommends \$124,000,000, the amount of the House bill and the budget estimate. The amount allowed is \$16,000,000 less than the 1956 appropriation. The committee also recommends language to establish a voyage limitation of 2,075 instead of the 2,000 proposed in the House bill. This compares with a current year limitation of 1,950.

Salaries and expenses.—The committee recommends \$15,500,000, the amount of the budget estimate and an increase of \$313,000 over the House bill. The amount allowed is an increase of \$624,500 over the 1956 appropriation.

Shipyard mobilization planning.—The committee concurs with the action taken by the House in disallowance of this request. The committee is of the opinion that this activity should be carried on within regular operating funds of the Maritime Administration.

INLAND WATERWAYS CORPORATION

Language has been included in the bill authorizing the use of \$14,000 for administrative expenses relating to this Corporation. The Government sold the facilities of the Inland Waterways Corporation in 1953 and the Government has, under the contract, some continuing auditing functions and some inspection functions, in addition to seeing that the purchaser performs on the contract. The language requested by the Department providing that the Corporation was authorized to make such expenditures in accord with the Government Corporation Control Act, as amended, was omitted from the bill as unnecessary. The authorizations contained in such language already exist as a result of the Government Corporation Control Act.

BUREAU OF PUBLIC ROADS

Jones Point Bridge.—The committee has not recommended funds for the construction of the Jones Point Bridge in this bill, as the estimate pursuant to the legislation to transfer the construction responsibility from the Department of the Interior to the Commerce Department was not submitted to the Congress until hearings on the bill had been concluded.

However, the committee desires to make it clear that it is the view of the committee that construction should be initiated on the bridge in fiscal year 1957, and will consider funds for this purpose in the supplemental appropriation bill for 1957.

NATIONAL BUREAU OF STANDARDS

CONSTRUCTION OF FACILITIES

The committee recommends \$930,000 for acquisition of necessary land to initiate the design of new facilities for the National Bureau of Standards, with the understanding that if the Department is specific with the details, the committee will give consideration in a supplemental bill for additional funds. The amount allowed includes \$30,000 for soil tests and site surveys; \$750,000 for purchase of land; \$100,000 for preparation of plans and specifications and \$50,000 for General Services Administration expenses. The budget estimate in the amount of \$2,750,000 was denied by the House.

TITLE II—PANAMA CANAL COMPANY

The committee recommends \$3,679,000 for administrative expenses of the Company during the fiscal year 1957 which is the amount of the budget estimate and an increase of \$116,900 over the House bill.

The budget language proposed the purchase of 31 passenger motor vehicles, 18 for replacement purposes, and 13 to be used for transportation of employees by motor vehicle in lieu of rail transportation. The request for the 13 additional motor vehicles was denied by the House until the question of abandonment of the railroad has been finally settled. The committee reinstated this language on a standby basis upon assurances from the officials of the Company that no action would be taken until the abandonment of the railroad is finally settled.

TITLE III—ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION

The committee recommends an administrative expense authorization of \$325,000, an increase of \$10,000 over the House bill and the full amount of the budget estimate. Language has been included in the bill authorizing the use of \$1,500 for official entertainment expenses and increasing the limitation on the number of automobiles which may be purchased from 3 to 4.

SMALL BUSINESS ADMINISTRATION

SALARIES AND EXPENSES

The committee recommends an appropriation of \$1,900,000, an increase of \$10,000 over the House bill and the budget estimate. In addition, the committee has increased the amount which may be transferred from the revolving fund to "Salaries and expenses" from \$4,610,000 to \$4,634,000, an increase of \$24,000. The additional sum of \$34,000 provided by the committee is to finance operation of a Territorial Office in Alaska.

COMPARATIVE STATEMENT OF APPROPRIATIONS FOR 1956 AND ESTIMATES AND AMOUNTS RECOMMENDED IN BILL FOR 1957

TITLE I—DEPARTMENT OF COMMERCE

Agency and item	Appropriations, 1956	Estimates, 1957	Recommended in House bill for 1957	Amount recommended by Senate committee	Increase (+) or decrease (–) Senate bill compared with—		
					Appropriations, 1956	Estimates, 1957	House bill
GENERAL ADMINISTRATION							
Salaries and expenses.....	\$2,312,500	\$2,500,000	\$2,425,000	\$2,465,000	+\$152,500	–\$35,000	+\$40,000
CENSUS BUREAU							
Salaries and expenses.....	7,415,500	7,620,000	7,413,000	7,475,000	+59,500	–145,000	+62,000
Census of governments.....		2,100,000	1,750,000	2,100,000	+2,100,000	-----	+350,000
National housing inventory.....		1,800,000	1,000,000		-----	–1,800,000	–1,000,000
1958 census of business, transportation, manufactures, and mineral industries.....		150,000	150,000	150,000	+150,000	-----	-----
Census of business, manufactures, and mineral industries.....	4,304,000	(2)	(2)	(2)	–4,304,000	-----	-----
Census of agriculture.....	5,412,500				–5,412,500	-----	-----
Total, Census Bureau.....	17,132,000	11,670,000	10,313,000	9,725,000	–7,407,000	–1,945,000	–588,000
CIVIL AERONAUTICS ADMINISTRATION							
Operation and regulation.....	112,640,000	128,500,000	125,000,000	123,608,000	+15,968,000	+108,000	+3,608,000
Air navigation facilities, establishment of.....	16,000,000	40,000,000	37,500,000	40,000,000	+24,000,000	-----	+2,500,000
Air navigation facilities, establishment of (liquidation of contract authorization).....	7,000,000				–7,000,000	-----	-----
Grants-in-aid for airports.....	20,000,000				–20,000,000	-----	-----
Grants-in-aid for airports (liquidation of contract authorization).....		30,000,000	30,000,000	30,000,000	+30,000,000	-----	-----
Federal-aid airport program (liquidation of contract authorization).....	7,500,000				–7,500,000	-----	-----

Washington National Airport:					
Maintenance and operation	1,388,000	1,500,000	1,500,000	+112,000	
Construction	3,125,000			-3,125,000	
Alaska airports, maintenance and operation	617,500	618,000	618,000	+500	
Air navigation development	1,050,000	2,000,000	1,500,000	+450,000	-500,000
Total, Civil Aeronautics Administration	169,320,500	202,618,000	196,118,000	+32,905,500	-392,000
CIVIL AERONAUTICS BOARD					
Salaries and expenses	4,390,000	4,700,000	4,550,000	+310,000	
Payments to air carriers	52,500,000	20,000,000	15,000,000	-35,100,000	-2,600,000
Total, Civil Aeronautics Board	56,890,000	24,700,000	19,550,000	-34,790,000	-2,600,000
COAST AND GEODETIC SURVEY					
Salaries and expenses	10,724,000	11,020,000	10,800,000	+296,000	
Construction of surveying ship		3,700,000	3,400,000	+3,700,000	
Total, Coast and Geodetic Survey	10,724,000	14,720,000	14,200,000	+3,996,000	
BUSINESS AND DEFENSE SERVICES ADMINISTRATION					
Salaries and expenses	6,600,000	7,500,000	7,200,000	+300,000	-300,000
BUREAU OF FOREIGN COMMERCE					
Salaries and expenses	2,130,500	2,450,000	2,400,000	+269,500	-50,000
Export control	2,836,000			-2,836,000	
Total, Bureau of Foreign Commerce	4,966,500	2,450,000	2,400,000	-2,566,500	-50,000
OFFICE OF BUSINESS ECONOMICS					
Salaries and expenses	960,000	1,200,000	1,000,000	-60,000	-300,000
			900,000		-100,000

See footnotes at end of table, p. 12.

Comparative statement of appropriations for 1956 and estimates and amounts recommended in bill for 1957—Continued

TITLE I—DEPARTMENT OF COMMERCE—Continued

Agency and item	Appropriations, 1956	Estimates, 1957	Recommended in House bill for 1957	Amount recommended by Senate committee	Increase (+) or decrease (—) Senate bill compared with—	
					Appropriations, 1956	Estimates, 1957
MARITIME ACTIVITIES						
Ship construction.....	\$86,450,000	\$151,600,000	\$54,800,000	\$108,880,000	+\$22,430,000	—\$42,720,000
Operating-differential subsidies.....	140,000,000	124,000,000	124,000,000	124,000,000	—16,000,000	-----
Salaries and expenses.....	14,875,500	15,500,000	15,187,000	15,500,000	+624,500	-----
Maritime training.....	2,185,000	2,200,000	2,200,000	2,200,000	+15,000	-----
State marine schools.....	660,000	660,000	660,000	660,000	-----	-----
Repair of reserve fleet vessels (liquidation of contract authorization).....	6,000,000	4 (156,000)	(150,000)	(150,000)	—6,000,000	(—6,000)
Shipyard mobilization planning.....	(¹)	1,000,000	(²)	(³)	-----	-----
War Shipping Administration liquidation.....	-----	(⁴)	(⁵)	-----	-----	-----
Total, maritime activities.....	250,170,500	294,960,000	196,847,000	251,240,000	+1,069,500	—43,720,000
INLAND WATERWAYS CORPORATION						
Administrative expenses, limitation.....	(14,000)	(14,000)	-----	(14,000)	-----	(+14,000)
PATENT OFFICE						
Salaries and expenses.....	14,500,000	17,000,000	17,000,000	17,000,000	+2,500,000	-----
BUREAU OF PUBLIC ROADS						
Federal-aid highways.....	740,000,000	800,000,000	775,000,000	775,000,000	+35,000,000	—25,000,000
Forest highways.....	24,750,000	23,000,000	23,000,000	23,000,000	—1,750,000	-----
Inter-American Highway.....	62,980,000	-----	-----	-----	—62,980,000	-----

Public lands highways (liquidation of contract authorization)-----	2,000,000	1,000,000	1,000,000	1,000,000	-1,000,000	-----
Total, Bureau of Public Roads-----	829,730,000	824,000,000	799,000,000	799,000,000	-30,730,000	-----
NATIONAL BUREAU OF STANDARDS						
Expenses-----	7,413,500	9,000,000	8,750,000	8,750,000	+1,336,500	-----
Plant and equipment-----	985,000	500,000	450,000	450,000	-545,000	-----
Construction of facilities-----		2,750,000		930,000	+930,000	-----
Total, National Bureau of Standards-----	8,408,500	12,250,000	9,200,000	10,130,000	-2,120,000	-----
WEATHER BUREAU						
Salaries and expenses-----	34,150,000	35,500,000	35,400,000	35,400,000	-100,000	-----
Establishment of meteorological facilities-----	7,500,000	2,500,000	2,500,000	2,500,000		-----
Total, Weather Bureau-----	41,650,000	38,000,000	37,900,000	37,900,000	-100,000	-----
Total, title I-----	1,413,364,500	1,453,568,000	1,313,153,000	1,376,706,000	-36,658,500	-----
					-76,862,000	+63,553,000

TITLE II--THE PANAMA CANAL

Canal Zone Government:						
Operating expenses-----	\$14,948,000	\$15,660,000	\$15,410,000	\$15,410,000	+\$462,000	-----
Capital outlay-----	1,800,000	(?)	(?)	(?)	-1,800,000	-----
Total, Canal Zone Government-----	16,748,000	15,660,000	15,410,000	15,410,000	-250,000	-----
Panama Canal Company: Administrative expenses, limitation-----	(3,789,000)	(3,679,000)	(3,562,100)	(3,679,000)	(-110,000)	-----
Total, title II-----	16,748,000	15,660,000	15,410,000	15,410,000	-250,000	-----
						(+\$116,900)

See footnotes at end of table, p. 12.

Comparative statement of appropriations for 1956 and estimates and amounts recommended in bill for 1957—Continued

TITLE III—INDEPENDENT AGENCIES

Agency and item	Appropriations, 1956 ¹	Estimates, 1957	Recommended in House bill for 1957	Amount recommended by Senate committee	Increase (+) or decrease (—) Senate bill compared with—	
					Appropriations, 1956	Estimates, 1957
Advisory Committee on Weather Control.....	\$275,000	(²)	(³)	(³)	—\$275,000	-----
St. Lawrence Seaway Development Corporation: Administrative expenses, limitation.....	(280,000)	(\$225,000)	(\$515,000)	(\$325,000)	(+45,000)	(+10,000)
Small Business Administration:						
Salaries and expenses.....	2,128,000	⁴ 1,890,000	1,890,000	1,900,000	—228,000	+10,000
Revolving fund.....	45,000,000	⁵ 50,000,000	50,000,000	50,000,000	+5,000,000	-----
Total, Small Business Administration.....	47,128,000	51,890,000	51,890,000	51,900,000	+4,772,000	+10,000
Tariff Commission.....	1,433,000	1,555,000	1,550,000	1,550,000	+67,000	—5,000
Total, title III.....	48,886,000	53,445,000	53,440,000	53,450,000	+4,564,000	+10,000
Grand total, titles I, II, and III.....	1,478,998,500	1,522,673,000	1,382,003,000	1,445,566,000	—33,432,509	+63,563,000

¹ Includes funds contained in the "Second Supplemental Appropriation Act, 1956."

² Transfer of not to exceed \$900,000 from "Census of Agriculture for 1956."

³ Includes reduction of \$13,000,000 contained in H. Doc. No. 365.

⁴ Contained in H. Doc. No. 365.

⁵ Not to exceed \$24,000,000 of unexpended balance continued available.

⁶ Unexpended balance to be continued available as contained in H. Doc. No. 365.

⁷ Language authorizing use of funds for purchase of passenger motor vehicles.

⁸ Unobligated balance to be continued available through July 30, 1956.

⁹ As amended by H. Doc. No. 379.

Calendar No. 2062

84TH CONGRESS
2^D SESSION

H. R. 10899

[Report No. 2039]

IN THE SENATE OF THE UNITED STATES

MAY 3 (legislative day, APRIL 26), 1956

Read twice and referred to the Committee on Appropriations

MAY 23 (legislative day, MAY 7), 1956

Reported by Mr. HOLLAND, with amendments

[Omit the part struck through and insert the part printed in italic]

AN ACT

Making appropriations for the Department of Commerce and related agencies for the fiscal year ending June 30, 1957, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United State of America in Congress assembled,*
3 That the following sums are appropriated, out of any money
4 in the Treasury not otherwise appropriated, for the Depart-
5 ment of Commerce and related agencies for the fiscal year
6 ending June 30, 1957, namely:

1 TITLE I—DEPARTMENT OF COMMERCE

2 GENERAL ADMINISTRATION

3 Salaries and expenses: For expenses necessary for the
4 general administration of the Department of Commerce,
5 including teletype news service (not exceeding \$1,000) ;
6 ~~\$2,425,000~~ \$2,465,000: *Provided, That the certificate of*
7 *the Secretary shall be sufficient voucher for the expenditure*
8 *of \$3,600 of this appropriation for such purposes as he*
9 *may deem necessary.*

10 BUREAU OF THE CENSUS

11 Salaries and expenses: For expenses necessary for col-
12 lecting, compiling, and publishing current census statistics
13 provided for by law; for general administration, including
14 enumerators at rates to be fixed without regard to the Clas-
15 sification Act of 1949, as amended; and purchase of one
16 passenger motor vehicle for replacement only; ~~\$7,413,000~~
17 ~~\$7,475,000~~.

18 Census of governments: For expenses necessary for
19 taking, compiling, and publishing the 1957 census of gov-
20 ernments as authorized by law, including personal services
21 by contract or otherwise, at rates to be fixed by the Secretary
22 of Commerce without regard to the Classification Act of
23 1949, as amended; and additional compensation of Federal
24 employees temporarily detailed for field work under this

1 appropriation; ~~\$1,750,000~~ \$2,100,000, to remain available
2 until June 30, 1959.

3 National housing inventory: For expenses necessary for
4 conducting a survey of housing, including personal services
5 by contract or otherwise at rates to be fixed by the Secretary
6 of Commerce without regard to the Classification Act of
7 1949, as amended; and compensation of Federal employees
8 temporarily detailed for field work under this appropriation;
9 \$1,000,000.

10 1958 censuses of business, transportation, manufactures,
11 and mineral industries: For expenses necessary to prepare
12 for the 1958 censuses of business, transportation, manufac-
13 tures, and mineral industries as authorized by law; \$150,000,
14 to remain available until December 31, 1958.

15 Censuses of business, manufactures, and mineral in-
16 dustries: Not to exceed \$900,000 of the amounts heretofore
17 appropriated under the head "Census of agriculture" may be
18 transferred to the appropriation granted under this head in
19 the Department of Commerce and Related Agencies Appro-
20 priation Act, 1956.

21 CIVIL AERONAUTICS ADMINISTRATION

22 Operation and regulation: For necessary expenses of the
23 Civil Aeronautics Administration in carrying out the pro-
24 visions of the Civil Aeronautics Act of 1938, as amended

(49 U. S. C. 401), and other Acts incident to the enforcement of safety regulations, maintenance and operation of air-navigation and air-traffic control facilities, and disposal of surplus airports and administering instruments of disposal; planning, research, and administrative expenses for carrying out the provisions of the Federal Airport Act of May 13, 1946, as amended, including furnishing advisory services to States and other public and private agencies in connection with the construction or improvement of airports and landing areas; developmental work and service-testing as tends to the creation of improved air-navigation facilities, including landing areas, aircraft, aircraft engines, propellers, appliances, personnel, and operation methods, and acquisition of sites for such activities by lease, or grant; purchase of not to exceed ~~ninety~~ *one hundred and ten* passenger motor vehicles for replacement only; hire of aircraft (not exceeding \$370,000); operation and maintenance of not to exceed eighty-five aircraft; fees and mileage of expert and other witnesses; and purchase and repair of skis and snowshoes; ~~\$125,000,000~~ *\$128,608,000*: *Provided*, That there may be credited to this appropriation funds received from States, counties, municipalities, and other public authorities for expenses incurred in the maintenance and operation of air-navigation facilities.

Establishment of air-navigation facilities: For an additional amount for the acquisition, establishment, and im-

1 provement by contract or purchase and hire of air-naviga-
2 tion facilities, including the initial acquisition of necessary
3 sites by lease or grant; the construction and furnishing of
4 quarters and related accommodations for officers and em-
5 ployees of the Civil Aeronautics Administration and the
6 Weather Bureau stationed at remote localities not on foreign
7 soil where such accommodations are not available; purchase
8 of not to exceed five aircraft for replacement only; the initial
9 flight checking of air-navigation facilities and the transporta-
10 tion by air to and from and within the Territories of the
11 United States of materials and equipment secured under this
12 appropriation; ~~\$37,500,000~~ \$40,000,000, to remain avail-
13 able until expended.

14 Grants-in-aid for airports (liquidation of contract au-
15 thorization) : For liquidation of obligations incurred under
16 authority granted in the Act of August 3, 1955 (69 Stat.
17 441), to enter into contracts, \$30,000,000, to remain avail-
18 able until expended.

19 Maintenance and operation, Washington National Air-
20 port: For expenses incident to the care, operation, mainte-
21 nance and protection of the Washington National Airport,
22 including purchase of one passenger motor vehicle for re-
23 placement only; purchase, cleaning, and repair of uniforms;
24 and arms and ammunition; \$1,500,000.

1 Maintenance and operation of public airports, Territory
2 of Alaska: For expenses necessary for the maintenance,
3 improvement, and operation of public airports in the Territory
4 of Alaska, as authorized by law (48 U. S. C. 485 c-h) ;
5 including arms and ammunition; and purchase, repair, and
6 cleaning of uniforms; \$618,000.

7 Air navigation development: For expenses necessary for
8 planning and developing a national system of aids to air
9 navigation and air traffic control common to military and
10 civil air navigation, including research, experimental investi-
11 gations, purchase and development, by contract or otherwise,
12 of new types of air navigation aids (including plans, specifi-
13 cations, and drawings) ; hire of aircraft; acquisition of neces-
14 sary sites by lease or grant; payments in advance under con-
15 tracts for research or development work; and not to exceed
16 \$192,000 for administrative expenses; \$1,500,000.

17 CIVIL AERONAUTICS BOARD

18 Salaries and expenses: For necessary expenses of the
19 Civil Aeronautics Board, including contract stenographic
20 reporting services; employment of temporary guards on a
21 contract or fee basis; salaries and traveling expenses of
22 employees detailed to attend courses of training conducted
23 by the Government or industries serving aviation; purchase
24 (not to exceed two for replacement only) of passenger

1 motor vehicles; and hire, operation, maintenance, and repair
 2 of aircraft; ~~\$4,550,000~~ \$4,700,000.

3 Payments to air carriers: For payments to air carriers
 4 of so much of the compensation fixed and determined by the
 5 Civil Aeronautics Board under section 406 of the Civil Aero-
 6 nautics Act of 1938, as amended (49 U. S. C. 486), as is
 7 payable by the Civil Aeronautics Board pursuant to Re-
 8 organization Plan No. 10 of 1953; ~~\$15,000,000~~ \$17,400,-
 9 000, to remain available until expended.

10 COAST AND GEODETIC SURVEY

11 Salaries and expenses: For expenses necessary to carry
 12 out the provisions of the Act of August 6, 1947 (33 U. S. C.
 13 883a-883i), including purchase of not to exceed three pas-
 14 senger motor vehicles for replacement only; uniforms or al-
 15 lowances therefor, as authorized by the Act of September 1,
 16 1954 (68 Stat. 1114), as amended; lease of sites and the
 17 erection of temporary buildings for tide, magnetic or seismo-
 18 logical observations; hire of aircraft; operation, maintenance,
 19 and repair of an airplane; extra compensation at not to
 20 exceed \$15 per month to each member of the crew of a
 21 vessel when assigned duties as recorder or instrument ob-
 22 server, and at not to exceed \$1 per day for each station to
 23 employees of other Federal agencies while making ocean-
 24 ographic observations or tending seismographs; pay, allow-

ances, gratuities, transportation of dependents and household effects, and payment of funeral expenses, as authorized by law, for not to exceed 185 commissioned officers on the active list; payments under the Uniform Services Contingency Option Act of 1953; and pay of commissioned officers retired in accordance with law; \$11,020,000, of which \$446,000 shall be available for retirement pay of commissioned officers: *Provided*, That during the current fiscal year, this appropriation shall be reimbursed for press costs and costs of paper for charts published by the Coast and Geodetic Survey and furnished for the official use of the military departments of the Department of Defense.

Construction of a surveying ship: For designing, constructing, equipping, and outfitting one surveying ship, as authorized by the Act of August 5, 1955 (69 Stat. 537), ~~\$3,400,000~~ \$3,700,000, to remain available until expended.

BUSINESS AND DEFENSE SERVICES ADMINISTRATION

Salaries and expenses: For necessary expenses of the Business and Defense Services Administration, including transportation and not to exceed \$15 per diem in lieu of subsistence for persons serving without compensation while away from their homes or regular places of business, ~~\$7,200,000~~ \$6,900,000.

BUREAU OF FOREIGN COMMERCE

Salaries and expenses: For necessary expenses of the Bureau of Foreign Commerce, including the purchase of commercial and trade reports; \$2,400,000.

OFFICE OF BUSINESS ECONOMICS

Salaries and expenses: For necessary expenses of the Office of Business Economics, ~~\$1,000,000~~ \$900,000.

MARITIME ACTIVITIES

Ship construction: For payment of construction-differential subsidy and cost of national-defense features incident to construction of ships for operation in foreign commerce (46 U. S. C. 1152, 1154), and the cost of national-defense features incident to construction of vessels for domestic operation (46 U. S. C. 1159); for payment of construction-differential subsidy and cost of national-defense features incident to the reconstruction and reconditioning of ships under title V of the Merchant Marine Act, 1936, as amended (46 U. S. C. 1154); for reconditioning and betterment of one ship in the national defense reserve fleet; for acquisition of used ships pursuant to section 510 of the Merchant Marine Act, 1936, as amended (46 U. S. C. 1160), and the payment of cost of national-defense features incorporated in new tankers constructed to replace used tankers; and for research,

1 development, and design expenses incident to new and ad-
2 vanced ship design, machinery, and equipment; \$54,800,000
3 \$108,880,000, to remain available until expended: *Provided*,
4 That transfers may be made to the appropriation for the cur-
5 rent fiscal year for "Salaries and expenses" for administrative
6 and warehouse expenses (not to exceed ~~\$1,000,000~~ \$1,232,-
7 000) and for reserve fleet expenses (not to exceed \$500,-
8 000), and any such transfers shall be without regard to the
9 limitations under that appropriation on the amounts available
10 for such expenses: *Provided further*, That appropriations
11 granted herein shall be available to pay construction-differen-
12 tial subsidy granted by the Federal Maritime Board, pursu-
13 ant to section 501 (c) of the Merchant Marine Act, 1936,
14 as amended, to aid in the reconstruction of any Mariner-class
15 ships sold under the provisions of title VII of the 1936 Act:
16 *Provided further*, That all ship construction, reconditioning,
17 and betterment of vessels appropriated for herein, shall be
18 performed in shipyards in the continental United States:
19 *Provided further*, That no funds contained in this Act may
20 be used to commence construction, reconstruction, conversion,
21 reconditioning, or betterment of any vessel until the total
22 Federal funds required to complete such work have been
23 appropriated.

24 Operating-differential subsidies: For the payment of ob-
25 ligations incurred for operating-differential subsidies granted

1 on or after January 1, 1947, as authorized by the Merchant
2 Marine Act, 1936, as amended, and in appropriations here-
3 tofore made to the United States Maritime Commission,
4 \$124,000,000, to remain available until expended: *Pro-*
5 *vided*, That to the extent that the operating-differential
6 subsidy accrual (computed on the basis of parity) is
7 represented on the operator's books by a contingent ac-
8 counts receivable item against the United States as a partial
9 or complete offset to the recapture accrual, the operator (1)
10 shall be excused from making deposits in the special reserve
11 fund, and (2) as to the amount of such earnings the deposit
12 of which is so excused shall be entitled to the same tax
13 treatment as though it had been deposited in said special
14 reserve fund. To the extent that any amount paid to the
15 operator by the United States reduces the balance in the
16 operator's contingent receivable account against the United
17 States, such amount shall forthwith be deposited in the
18 special reserve fund of the operator: *Provided further*, That
19 no contracts shall be executed during the current fiscal year
20 by the Federal Maritime Board which will obligate the
21 Government to pay operating differential subsidy on more
22 than two thousand *and seventy-five* voyages in any one
23 calendar year, including voyages covered by contracts in
24 effect at the beginning of the current fiscal year.

25 Salaries and expenses: For expenses necessary for

1 carrying into effect the Merchant Marine Act, 1936, and
2 other laws administered by the Federal Maritime Board and
3 the Maritime Administration, ~~\$15,187,000~~ \$15,500,000,
4 within limitations as follows:

5 Administrative expenses, including not to exceed \$1,125
6 for entertainment of officials of other countries when specifi-
7 cally authorized by the Maritime Administrator and pur-
8 chase of not to exceed four passenger motor vehicles for
9 replacement only, ~~\$6,482,000~~ \$6,600,000;

10 Maintenance of shipyard and reserve training facilities
11 and operation of warehouses, ~~\$1,445,000~~ \$1,650,000;

12 Reserve fleet expenses, \$7,250,000.

13 Maritime training: For training cadets as officers of the
14 merchant marine at the Merchant Marine Academy at Kings
15 Point, New York, including pay and allowances for personnel
16 of the United States Maritime Service as authorized by law
17 (46 U. S. C. 1126, 63 Stat. 802, 64 Stat. 794, and 66 Stat.
18 79) ; not to exceed \$2,500 for contingencies for the Super-
19 intendent, United States Merchant Marine Academy, to be
20 expended in his discretion; and not to exceed \$35,000 for
21 transfer to applicable appropriations of the Public Health
22 Service for services rendered the Maritime Administration;
23 \$2,200,000, including uniform and textbook allowances for
24 cadet midshipmen, at an average yearly cost of not to exceed
25 \$200 per cadet: *Provided*, That except as herein provided

1 for uniform and textbook allowances this appropriation shall
2 not be used for compensation or allowances for cadets.

3 State marine schools: To reimburse the State of Cali-
4 fornia, \$47,500; the State of Maine, \$47,500; the State of
5 Massachusetts, \$47,500; and the State of New York, \$47,-
6 500; for expenses incurred in the maintenance and support
7 of marine schools in such States as provided in the Act au-
8 thorizing the establishment of marine schools, and so forth,
9 approved March 4, 1911, as amended (34 U. S. C. 1121-
10 1123) ; \$149,800 for the maintenance and repair of vessels
11 loaned by the United States to the said States for use in
12 connection with such State marine schools; and \$320,200
13 for allowances for uniforms, textbooks, and subsistence of
14 cadets at State marine schools, to be paid in accordance with
15 regulations established pursuant to law (46 U. S. C. 1126
16 (b)) ; \$660,000.

17 Repair of reserve fleet vessels (liquidation of contract
18 authorization) : Advances may be made from the appropria-
19 tion granted under this head in the Department of Commerce
20 and Related Agencies Appropriation Act, 1956, to the ap-
21 propriation for the current fiscal year for "Salaries and ex-
22 penses, maritime activities", for administrative expenses (not
23 to exceed \$150,000) and for reserve fleet expenses (in such
24 amounts as may be required) , and such advances shall be in

1 addition to amounts otherwise made available for such ex-
2 penses.

3 War Shipping Administration liquidation: The unex-
4 pended balance of the appropriation to the Secretary of the
5 Treasury in the Second Supplemental Appropriation Act,
6 1948, for liquidation of obligations approved by the General
7 Accounting Office as properly incurred against funds of the
8 War Shipping Administration prior to January 1, 1947, is
9 hereby continued available during the current fiscal year,
10 and shall be available for the payment of obligations incurred
11 against the working fund titled: "Working fund, Commerce,
12 War Shipping Administration functions, December 31,
13 1946".

14 General provisions—Maritime activities: No additional
15 vessels shall be allocated under charter, nor shall any vessel
16 be continued under charter by reason of any extension of
17 chartering authority beyond June 30, 1949, unless the char-
18 terer shall agree that the Maritime Administration shall have
19 no obligation upon redelivery to accept or pay for consum-
20 able stores, bunkers and slop-chest items, except with respect
21 to such minimum amounts of bunkers as the Maritime Ad-
22 ministration considers advisable to be retained on the vessel
23 and that prior to such redelivery all consumable stores, slop-
24 chest items, and bunkers over and above such minimums

1 shall be removed from the vessel by the charterer at his own
2 expense.

3 No money made available to the Department of Com-
4 merce, for maritime activities, by this or any other Act shall
5 be used in payment for a vessel the title to which is acquired
6 by the Government either by requisition or purchase, or the
7 use of which is taken either by requisition or agreement, or
8 which is insured by the Government and lost while so insured,
9 unless the price or hire to be paid therefor (except in cases
10 where section 802 of the Merchant Marine Act, 1936, as
11 amended, is applicable) is computed in accordance with
12 subsection 902 (a) of said Act, as that subsection is inter-
13 preted by the General Accounting Office.

14 Notwithstanding any other provision of this Act, the
15 Maritime Administration is authorized to furnish utilities
16 and services and make necessary repairs in connection with
17 any lease, contract, or occupancy involving Government
18 property under control of the Maritime Administration, and
19 payments received by the Maritime Administration for
20 utilities, services, and repairs so furnished or made shall
21 be credited to the appropriation charged with the cost
22 thereof: *Provided*, That rental payments under any such
23 lease, contract, or occupancy on account of items other than
24 such utilities, services, or repairs shall be covered into the
25 Treasury as miscellaneous receipts.

1 No obligations shall be incurred during the current fis-
2 cal year from the construction fund established by the Mer-
3 chant Marine Act, 1936, or otherwise, in excess of the
4 appropriations and limitations contained in this Act, or in
5 any prior appropriation Act, and all receipts which other-
6 wise would be deposited to the credit of said fund shall be
7 covered into the Treasury as miscellaneous receipts.

8 Vessel operations revolving fund: Hereafter the vessel
9 operations revolving fund, created by the Third Supple-
10 mental Appropriation Act, 1951, shall be available for
11 necessary expenses incurred, in connection with protection,
12 preservation, maintenance, acquisition, or use of vessels
13 involved in mortgage-foreclosure or forfeiture proceedings
14 instituted by the United States, including payment of prior
15 claims and liens, expenses of sale, or other charges incident
16 thereto; for necessary expenses incident to the redelivery
17 and lay-up, in the United States, of ships now chartered
18 under agreements which do not call for their return to the
19 United States; for activation, repair and deactivation of
20 merchant ships chartered for limited emergency purposes
21 during the fiscal year 1957 under the jurisdiction of the Sec-
22 retary of Commerce; and for payment of expenses of custody
23 and husbanding of Government-owned ships other than
24 those within reserve fleets: *Provided*, That not to exceed
25 \$5,000,000 of the funds of the vessel operations revolving

1 fund may be used during the fiscal year 1957 for the pur-
 2 poses set forth in this paragraph.

3 *Inland Waterways Corporation (administered under*
 4 *the supervision and direction of the Secretary of Commerce):*
 5 *Not to exceed \$14,000 shall be available for administrative*
 6 *expenses to be determined in the manner set forth under*
 7 *the title "General expenses" in the Uniform System of Ac-*
 8 *counts for Carriers by Water of the Interstate Commerce*
 9 *Commission (effective January 1, 1947).*

10 PATENT OFFICE

11 Salaries and expenses: For necessary expenses of the
 12 Patent Office, including services as authorized by section 15
 13 of the Act of August 2, 1946 (5 U. S. C. 55a), at rates
 14 for individuals not to exceed \$75 per diem (not to exceed
 15 \$25,000) ; and defense of suits instituted against the Com-
 16 missioner of Patents; \$17,000,000.

17 BUREAU OF PUBLIC ROADS

18 General administrative expenses: Necessary expenses of
 19 administration, including advertising (including advertising
 20 in the city of Washington for work to be performed in areas
 21 adjacent thereto) , purchase of seventy-five passenger motor
 22 vehicles for replacement only, and the maintenance and re-
 23 pairs of experimental highways, shall be paid, in accordance
 24 with law, from appropriations available to the Bureau of
 25 Public Roads.

1 Of the total amount available from appropriations of the
2 Bureau of Public Roads for general administrative expenses,
3 pursuant to the provisions of section 21 of the Act of Novem-
4 ber 9, 1921, as amended (23 U. S. C. 21), \$100,000 shall
5 be available for all necessary expenses to enable the President
6 to utilize the services of the Bureau of Public Roads in
7 fulfilling the obligations of the United States under the Con-
8 vention on the Pan-American Highway Between the United
9 States and Other American Republics (51 Stat. 152), co-
10 operation with several governments, members of the Pan
11 American Union, in connection with the survey and con-
12 struction of the Inter-American Highway, and for performing
13 engineering service in Pan-American countries for and upon
14 the request of any agency or governmental corporation of the
15 United States.

16 Federal-aid highways: For carrying out the provisions
17 of the Act of July 11, 1916, as amended and supplemented
18 (23 U. S. C. 1-22, 24-105, 107-117), to remain available
19 until expended, \$775,000,000, which sum is composed of
20 \$186,500,000, the balance of the amount authorized to be
21 appropriated for the fiscal year 1955, \$585,500,000, a part
22 of the amount authorized to be appropriated for the fiscal
23 year 1956, and \$30,401, \$14,097, \$1,034,766, and
24 \$985,204, the latter sums being for reimbursement of the
25 sums expended for the repair or reconstruction of highways

1 and bridges which have been damaged or destroyed by
2 floods, hurricanes, or landslides, as provided by section 4 of
3 the Act approved June 8, 1938, section 7 of the Act ap-
4 proved July 13, 1943, and section 9 of the Act approved
5 September 7, 1950, as amended (23 U. S. C. 13a and 13b),
6 and section 7 of the Act approved June 25, 1952, and
7 \$935,532 for reimbursement of the sums expended for the
8 design and construction of highway bridges upon and across
9 dams in accordance with the Act of July 29, 1946 (60 Stat.
10 709).

11 Forest highways: For expenses, not otherwise provided
12 for, necessary for carrying out the provisions of section 23
13 of the Federal Highway Act of November 9, 1921, as
14 amended (23 U. S. C. 23, 23a), to remain available until
15 expended, \$23,000,000, which sum is composed of \$16,750,-
16 000, the remainder of the amount authorized to be appro-
17 priated for the fiscal year 1956, and \$6,250,000, a part of
18 the amount authorized to be appropriated for the fiscal year
19 1957: *Provided*, That this appropriation shall be available
20 for the rental, purchase, construction, or alteration of build-
21 ings and sites necessary for the storage and repair of equip-
22 ment and supplies used for road construction and mainte-
23 nance, but the total cost of any such item under this author-
24 ization shall not exceed \$15,000.

25 Public lands highways (liquidation of contract authori-

1 zation) : For payment of obligations incurred pursuant to
2 the contract authorization granted by section 6 of the Fed-
3 eral-Aid Highway Act of 1954 (68 Stat. 73), to remain
4 available until expended, \$1,000,000, which sum is composed
5 of \$625,000, the remainder of the amount authorized for
6 fiscal year 1956, and \$375,000, a part of the amount au-
7 thorized for fiscal year 1957.

8 General provisions—Bureau of Public Roads: None of
9 the money appropriated for the work of the Bureau of Pub-
10 lic Roads during the current fiscal year shall be paid to any
11 State on account of any project on which convict labor shall
12 be employed, but this provision shall not apply to labor per-
13 formed by convicts on parole or probation.

14 During the current fiscal year authorized engineering or
15 other services in connection with the survey, construction,
16 and maintenance, or improvement of roads may be per-
17 formed for other Government agencies, cooperating foreign
18 countries, and State cooperating agencies, and reimburse-
19 ment for such services (which may include depreciation on
20 engineering and road-building equipment used) shall be
21 credited to the appropriation concerned.

22 During the current fiscal year appropriations for the
23 work of the Bureau of Public Roads shall be available for
24 expenses of warehouse maintenance and the procurement,
25 care, and handling of supplies, materials, and equipment for

1 distribution to projects under the supervision of the Bureau
2 of Public Roads, or for sale or distribution to other Govern-
3 ment activities, cooperating foreign countries, and State
4 cooperating agencies, and the cost of such supplies and
5 materials or the value of such equipment (including the
6 cost of transportation and handling) may be reimbursed to
7 current applicable appropriations.

8 Appropriations to the Bureau of Public Roads may be
9 used in emergency for medical supplies and services and
10 other assistance necessary for the immediate relief of em-
11 ployees engaged on hazardous work under that Bureau, and
12 for temporary services as authorized by section 15 of the Act
13 of August 2, 1946 (5 U. S. C. 55a), but at rates for in-
14 dividuals not in excess of \$100 per diem.

15 NATIONAL BUREAU OF STANDARDS

16 Expenses: For expenses necessary in performing the
17 functions authorized by the Act of March 3, 1901, as
18 amended (15 U. S. C. 271-278c), including general ad-
19 ministration; operation, maintenance, alteration, and protec-
20 tion of grounds and facilities; and improvement and con-
21 struction of temporary or special facilities as authorized by
22 section 2 of the Act of July 21, 1950 (15 U. S. C. 286);
23 \$8,750,000: *Provided*, That during the current fiscal year
24 the maximum base rate of compensation for employees

1 appointed pursuant to the Act of July 21, 1950 (15 U. S. C.
2 285), shall be equivalent to the entrance rate of GS-12.

3 Plant and equipment: For construction of a pilot elec-
4 tronic data-processing device to be used in the performance
5 of functions authorized by the Act of March 3, 1901, as
6 amended (15 U. S. C. 271-278c); repair of mechanical
7 facilities; and expenses incurred, as authorized by section
8 2 of the Act of July 21, 1950 (15 U. S. C. 286), in
9 the construction or improvement of buildings, grounds, and
10 other facilities, and, without regard to the cost limitation con-
11 tained in that Act, the construction of field station buildings
12 at Anchorage, Alaska, and at Maui, Territory of Hawaii; and
13 purchase of six passenger motor vehicles for replacement
14 only; \$450,000, to remain available until expended.

15 *CONSTRUCTION OF FACILITIES.—For acquisition of*
16 *necessary land and to initiate the design of the facilities*
17 *to be constructed thereon for the National Bureau of Stand-*
18 *ards outside of the District of Columbia to remain available*
19 *until expended, \$930,000, to be transferred to the General*
20 *Services Administration.*

21 WEATHER BUREAU

22 Salaries and expenses: For expenses necessary for the
23 Weather Bureau, including maintenance and operation of air-
24 craft; purchase of three passenger motor vehicles for
25 replacement only; not to exceed \$25,000 for services as au-

1 thorized by section 15 of the Act of August 2, 1946 (5
2 U. S. C. 55a) ; and not to exceed \$10,000 for maintenance
3 of a printing office in the city of Washington, as authorized
4 by law; \$35,400,000: *Provided*, That during the current
5 fiscal year, the maximum amount authorized under section 3
6 (a) of the Act of June 2, 1948 (15 U. S. C. 327), for
7 extra compensation to employees of other Government
8 agencies for taking and transmitting meteorological observa-
9 tions, shall be \$5 per day; and the maximum base rate of
10 pay authorized under section 3 (b) of said Act, for em-
11 ployees conducting meteorological investigations in the
12 Arctic region, shall be \$6,500 per annum, except that not
13 more than five of such employees at any one time may
14 receive a base rate of \$9,000 per annum, and such employees
15 may be appointed without regard to the Classification Act
16 of 1949, as amended.

17 Establishment of meteorological facilities: For an addi-
18 tional amount for the acquisition, establishment, and reloca-
19 tion of meteorological facilities and related equipment, in-
20 cluding the alteration and modernization of existing facili-
21 ties; \$2,500,000, to remain available until June 30, 1959.

22 GENERAL PROVISIONS—DEPARTMENT OF COMMERCE

23 SEC. 102. During the current fiscal year applicable
24 appropriations and funds available to the Department of
25 Commerce shall be available for the activities specified in the

1 Act of October 26, 1949 (5 U. S. C. 596a), to the extent
2 and in the manner prescribed by said Act.

3 SEC. 103. Appropriations in this title available for sal-
4 aries and expenses shall be available for expenses of at-
5 tendance at meetings of organizations concerned with the
6 activities for which the appropriations are made; hire of pas-
7 senger motor vehicles; services as authorized by section
8 15 of the Act of August 2, 1946 (5 U. S. C. 55a), but,
9 unless otherwise specified, at rates for individuals not to
10 exceed \$50 per diem; and uniforms, or allowances therefor,
11 as authorized by the Act of September 1, 1954 (68 Stat.
12 1114), as amended.

13 TITLE II—THE PANAMA CANAL

14 CANAL ZONE GOVERNMENT

15 Operating expenses: For operating expenses necessary
16 for the Canal Zone Government, including operation of the
17 Postal Service of the Canal Zone; hire of passenger motor
18 vehicles; uniforms or allowances therefor, as authorized by
19 the Act of September 1, 1954 (68 Stat. 1114), as amended;
20 expenses incident to conducting hearings on the Isthmus;
21 expenses of attendance at meetings, when authorized by the
22 Governor of the Canal Zone, of organizations concerned with
23 activities pertaining to the Canal Zone Government; ex-
24 penses of special training of employees of the Canal Zone
25 Government as authorized by law (63 Stat. 602); contin-

1 agencies of the Governor; residence for the Governor; medical
2 aid and support of the insane and of lepers and aid and sup-
3 port of indigent persons legally within the Canal Zone,
4 including expenses of their deportation when practicable;
5 and payments of not to exceed \$50 in any one case to
6 persons within the Government service who shall furnish
7 blood for transfusions; \$15,410,000.

8 Capital outlay: The appropriation heretofore granted
9 under this head shall be available during the current fiscal
10 year for the purchase of not to exceed eight passenger motor
11 vehicles for replacement only.

12 PANAMA CANAL COMPANY

13 The following corporation is hereby authorized to make
14 such expenditures, within the limits of funds and borrowing
15 authority available to it and in accord with law, and to make
16 such contracts and commitments without regard to fiscal
17 year limitations as provided by section 104 of the Govern-
18 ment Corporation Control Act, as amended, as may be neces-
19 sary in carrying out the programs set forth in the Budget
20 for the fiscal year 1957 for such corporation, except as here-
21 inafter provided:

22 Not to exceed ~~\$3,562,100~~ \$3,679,000 of the funds avail-
23 able to the Panama Canal Company shall be available during
24 the current fiscal year for general and administrative
25 expenses of the Company, which shall be computed on an

1 accrual basis: *Provided*, That as used herein, the term “gen-
2 eral and administrative expenses” shall not be construed to
3 include expenses otherwise classified in the preceding fiscal
4 year: *Provided further*, That funds available for operating
5 expenses shall be available for the purchase of not to exceed
6 ~~eighteen~~ *thirty-one* passenger motor vehicles of which
7 *eighteen* are for replacement only, and for uniforms or
8 allowances therefor, as authorized by the Act of September
9 1, 1954 (68 Stat. 1114), as amended.

10 GENERAL PROVISIONS—THE PANAMA CANAL

11 SEC. 202. No part of any appropriation contained in this
12 Act shall be used directly or indirectly, except for tem-
13 porary employment in case of emergency, for the payment
14 of any civilian for services rendered by him on the Canal
15 Zone while occupying a skilled, technical, clerical, admin-
16 istrative, executive, or supervisory position unless such person
17 is a citizen of the United States of America or of the
18 Republic of Panama: *Provided, however*, (1) That, not-
19 withstanding the provision in the Act approved August 11,
20 1939 (53 Stat. 1409) limiting employment in the above-
21 mentioned positions to citizens of the United States from
22 and after the date of approval of said Act, citizens of Panama
23 may be employed in such positions; (2) that at no time
24 shall the number of Panamanian citizens employed in the
25 above-mentioned positions exceed the number of citizens

1 of the United States so employed, if United States citizens
2 are available in continental United States or on the Canal
3 Zone; (3) that nothing in this Act shall prohibit the
4 continued employment of any person who shall have ren-
5 dered fifteen or more years of faithful and honorable service
6 on the Canal Zone; (4) that in the selection of personnel
7 for skilled, technical, administrative, clerical, supervisory,
8 or executive positions, the controlling factors in filling these
9 positions shall be efficiency, experience, training, and edu-
10 cation; (5) that all citizens of Panama and the United
11 States rendering skilled, technical, clerical, administrative,
12 executive, or supervisory service on the Canal Zone under
13 the terms of this Act (a) shall normally be employed not
14 more than forty hours per week, (b) may receive as com-
15 pensation equal rates of pay based upon rates paid for
16 similar employment in continental United States plus 25
17 per centum; (6) this entire section shall apply only to
18 persons employed in skilled, technical, clerical, administra-
19 tive, executive, or supervisory positions on the Canal Zone
20 directly or indirectly by any branch of the United States
21 Government or by any corporation or company whose stock
22 is owned wholly or in part by the United States Govern-
23 ment: *Provided further*, That the President may suspend
24 from time to time in whole or in part compliance with this

1 section if he should deem such course to be in the public
2 interest.

3 SEC. 203. The Governor of the Canal Zone is authorized
4 to employ services as authorized by section 15 of the Act of
5 August 2, 1946 (5 U. S. C. 55a), in an amount not
6 exceeding \$15,000: *Provided*, That the rates for individuals
7 shall not exceed \$100 per diem.

8 SEC. 204. The Governor of the Canal Zone and
9 the President of the Panama Canal Company, in computing
10 allowances for the cost of travel on home leave for persons
11 who elect at their expense to take other than the lowest
12 first-class travel to the United States, shall take into account
13 as the cost to the United States the actual cost, as computed
14 by the General Accounting Office, of travel by United States
15 owned and operated vessels rather than a reduced fare rate
16 which is available for such employees when traveling on their
17 own account.

18 TITLE III—INDEPENDENT AGENCIES

19 ADVISORY COMMITTEE ON WEATHER CONTROL

20 Salaries and expenses: The unobligated balance of the
21 appropriation granted under this head for the fiscal year
22 1956 shall remain available until July 30, 1956, for neces-
23 sary expenses of the Advisory Committee on Weather Con-
24 trol, established by the Act of August 13, 1953 (67 Stat.

1 559), including services as authorized by section 15 of the
2 Act of August 2, 1946 (5 U. S. C. 55a).

3 SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

4 The Saint Lawrence Seaway Development Corporation
5 is hereby authorized to make such expenditures, within the
6 limits of funds and borrowing authority available to such Cor-
7 poration, and in accord with law, and to make such contracts
8 and commitments without regard to fiscal year limitations as
9 provided by section 104 of the Government Corporation Con-
10 trol Act, as amended, as may be necessary in carrying out
11 the programs set forth in the budget for the fiscal year 1957
12 for such Corporation, except as hereinafter provided:

13 Not to exceed ~~\$315,000~~ \$325,000 shall be available for
14 administrative expenses which shall be computed on an ac-
15 crual basis, *including not to exceed \$1,500 for official enter-*
16 *tainment expenses, to be expended upon the approval or*
17 *authority of the Administrator: Provided, That said funds*
18 *shall be available for services as authorized by section 15 of*
19 *the Act of August 2, 1946 (5 U. S. C. 55a), at rates for*
20 *individuals not to exceed \$100 per day: Provided further,*
21 *That the Corporation's funds shall be available for the*
22 *purchase of not to exceed three four passenger motor vehicles*
23 *(two for replacement only).*

1 SMALL BUSINESS ADMINISTRATION

2 Salaries and expenses: For necessary expenses, not
3 otherwise provided for, of the Small Business Administra-
4 tion, including expenses of attendance at meetings concerned
5 with the purposes of this appropriation and hire of passenger
6 motor vehicles, ~~\$1,890,000~~ \$1,900,000; and in addition
7 there may be transferred to this appropriation not to exceed
8 ~~\$4,610,000~~ \$4,634,000 from the Revolving Fund, Small
9 Business Administration, and not to exceed \$500,000 from
10 the fund for Liquidation of Reconstruction Finance Corpora-
11 tion Disaster Loans, Small Business Administration, for ad-
12 ministrative expenses in connection with activities financed
13 under said funds: *Provided*, That the amount authorized for
14 transfer from the Revolving Fund, Small Business Admin-
15 istration, may be increased, with the approval of the Bureau
16 of the Budget, by such amount as may be required to finance
17 administrative expenses incurred in the making of disaster
18 loans.

19 Revolving Fund: For additional capital for the Revolv-
20 ing Fund authorized by the Small Business Act of 1953,
21 as amended, to be available without fiscal year limitation,
22 \$50,000,000.

23 TARIFF COMMISSION

24 Salaries and expenses: For necessary expenses of the
25 Tariff Commission, including subscriptions to newspapers

1 (not to exceed \$200), not to exceed \$20,000 for expenses
2 of travel, and contract stenographic reporting services as
3 authorized by section 15 of the Act of August 2, 1946
4 (5 U. S. C. 55a), \$1,550,000: *Provided*, That no part
5 of this appropriation shall be used to pay the salary of any
6 member of the Tariff Commission who shall hereafter par-
7 ticipate in any proceedings under sections 336, 337, and
8 338 of the Tariff Act of 1930, wherein he or any member of
9 his family has any special, direct, and pecuniary interest,
10 or in which he has acted as attorney or special representa-
11 tive: *Provided further*, That no part of the foregoing
12 appropriation shall be used for making any special study,
13 investigation or report at the request of any other agency
14 of the executive branch of the Government unless reimburse-
15 ment is made for the cost thereof: *And provided further*,
16 That that part of the foregoing appropriation which is for ex-
17 penses of travel shall be available, when specifically author-
18 ized by the Chairman of the Tariff Commission, for expenses
19 of attendance at meetings of organizations concerned with
20 the functions and activities of the said Commission.

21 TITLE IV—GENERAL PROVISIONS

22 SEC. 401. No part of any appropriation contained in
23 this Act shall be used for publicity or propaganda purposes
24 not heretofore authorized by the Congress.

1 SEC. 402. No part of any appropriation contained in
2 this Act shall be used to pay any expenses incident to or
3 in connection with participation in the International Materials
4 Conference.

5 This Act may be cited as the "Department of Com-
6 merce and Related Agencies Appropriation Act, 1957".

 Passed the House of Representatives May 2, 1956.

Attest:

RALPH R. ROBERTS,

Clerk.

84TH CONGRESS
2d Session

H. R. 10899

[Report No. 2039]

A BILL

Making appropriations for the Department of Commerce and related agencies for the fiscal year ending June 30, 1957, and for other purposes.

MAY 3 (legislative day, April 26), 1956

Read twice and referred to the Committee on Appropriations

MAY 23 (legislative day, May 7), 1956

Reported with amendments

Digest of CONGRESSIONAL PROCEEDINGS

OF INTEREST TO THE DEPARTMENT OF AGRICULTURE

OFFICE OF BUDGET AND FINANCE
(For Department Staff Only)

Issued June 1, 1956
For actions of May 31, 1956
84th-2nd, No. 90

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Farm credit.....	13,28	Meat inspection.....	7	Water rights.....	2
Farm program.....	25				

HIGHLIGHTS: House passed bill to extend Defense Production Act. House received conference report on Interior appropriation bill. House passed farm credit bill. Senate passed Commerce appropriation bill. Rep. Adair inserted Assistant Secretary Butz' Minneapolis speech.

SENATE

1. APPROPRIATIONS. Passed with amendments H. R. 10899, the Department of Commerce and related agencies appropriation bill for 1957 (pp. 8397, 8407, 8412). (For items relating to this Department see Digest 72.) Agreed to an amendment by Sen. Holland to allocate \$650,000 for a national intercensal housing survey, including city, town, and rural areas (p. 8408). Conferees were appointed (p. 8422).
Agreed to a unanimous consent request that the Appropriations Committee be permitted to file reports during the week-end adjournment. p. 8422
2. WATER RIGHTS. The Interior and Insular Affairs subcommittee ordered reported with amendments to the full committee S. 863, to govern the control, appropriation, use, and distribution of water. It was announced that the full committee will consider this bill on June 12. p. D551
3. PERSONNEL. The Judiciary Committee ordered reported S. 374, to provide for the extension and suspension in cases of statutes of limitation on false swearing by Government employees with respect to subversive activities and connections. p. D551
The Post Office and Civil Service Committee ordered reported without amendment S. 3681, to modify certain restrictions with respect to holding more than one office in the Federal Government. p. D552

4. ELECTRIFICATION. Received from the Federal Power Commission copies of two of its publications, "Statistics of Electric Utilities in the U. S., 1954, Privately Owned," and "Typical Electric Bills, Cities of 50,000 Population and More, Jan. 1, 1956." p. 8370
Sens. Neuberger and Goldwater discussed the pros and cons of constructing the Hells Canyon dam with public or private funds. p. 8376
 5. VETERANS' BENEFITS. Sen. Langer inserted a magazine article criticizing the Bradley Commission report on veterans' benefits. p. 8374
 6. DAIRYING. Sen. Thye discussed the promotion efforts of the dairy producers to increase the consumption of dairy products. p. 8376
 7. FOOD AND DRUG; MEAT INSPECTION. Sen. Scott inserted a statement issued by the Gov. of N. C. commemorating the 50th anniversary of the Food and Drug and Meat Inspection Acts. p. 8377
 8. POSTAL RATES. Sen. Scott inserted a Progressive Farmer editorial, "How Low Postal Rates Help Businessmen and Farmers." p. 8378
 9. LEGISLATIVE PROGRAM. Acting Majority Leader Smathers announced that the following bills may be taken up Mon.: H.R. 9822, to establish a fish hatchery in the Pisgah National Forest, N.C.; and H.R. 8255, to amend the Classification Act to preserve the rates of compensation of certain officers and employees. p. 8422
 10. ADJOURNED until Mon., June 4. p. 8425
- HOUSE
11. APPROPRIATIONS. Received the conference report on H. R. 9390, the Interior Department and related agencies appropriation bill for 1957 (H. Rept. 2250) (pp. 8426, 8456). See attachment for actions on Forest Service items.
 12. DEFENSE PRODUCTION. Passed with amendments H. R. 9852, to extend the provisions of the Defense Production Act of 1950, as amended, for two years (June 30, 1958), (p. 8428). The amendments agreed to, deleted a provision requiring members of the executive reserve to disclose periodically their holdings and provided for a study and recommendations by the Commerce Department on the nickel supply (p. 8432).
 13. FARM CREDIT. Passed, 246 to 4, with amendments H. R. 10285, to merge production credit banks, to provide for retirement of Government capital in Federal intermediate credit banks, and to provide for supervision of production credit associations (p. 8434). The amendments agreed to, provided for a technical change in the printing of the bill and that no surplus of a bank, required by the Farm Credit Act of 1956, shall be distributed as patronage refunds or as dividends (p. 8444).
 14. TAXATION. The conferees on H. R. 6143, to repeal the transportation tax on poultry and the tax on livestock sold on account of drought, received permission to file a conference report by Fri. midnight. p. 8447

84TH CONGRESS
2D SESSION

H. R. 10899

IN THE HOUSE OF REPRESENTATIVES

MAY 31, 1956

Ordered to be printed with the amendments of the Senate numbered

AN ACT

Making appropriations for the Department of Commerce and related agencies for the fiscal year ending June 30, 1957, and for other purposes.

- 1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United State of America in Congress assembled,*
3 That the following sums are appropriated, out of any money
4 in the Treasury not otherwise appropriated, for the Depart-
5 ment of Commerce and related agencies for the fiscal year
6 ending June 30, 1957, namely:

TITLE I—DEPARTMENT OF COMMERCE

GENERAL ADMINISTRATION

Salaries and expenses: For expenses necessary for the general administration of the Department of Commerce, including teletype news service (not exceeding \$1,000); ~~(1)\$2,425,000~~ \$2,465,000 ~~(2)~~: *Provided, That the certificate of the Secretary shall be sufficient voucher for the expenditure of \$3,600 of this appropriation for such purposes as he may deem necessary.*

BUREAU OF THE CENSUS

Salaries and expenses: For expenses necessary for collecting, compiling, and publishing current census statistics provided for by law; for general administration, including enumerators at rates to be fixed without regard to the Classification Act of 1949, as amended; and purchase of one passenger motor vehicle for replacement only; ~~(3)\$7,413,000~~ \$7,575,000.

Census of governments: For expenses necessary for taking, compiling, and publishing the 1957 census of governments as authorized by law, including personal services by contract or otherwise, at rates to be fixed by the Secretary of Commerce without regard to the Classification Act of 1949, as amended; and additional compensation of Federal employees temporarily detailed for field work under this

1 appropriation; ~~(4)\$1,750,000~~ \$2,100,000, to remain avail-
 2 able until June 30, 1959.

3 ~~(5)National housing inventory: For expenses necessary~~
 4 ~~for conducting a survey of housing, including personal serv-~~
 5 ~~ices by contract or otherwise at rates to be fixed by the Seere-~~
 6 ~~tary of Commerce without regard to the Classification Act of~~
 7 ~~1949, as amended; and compensation of Federal employees~~
 8 ~~temporarily detailed for field work under this appropriation;~~
 9 ~~\$1,000,000.~~

10 *National Intercensal Survey of Housing: For expenses*
 11 *necessary for conducting a national intercensal survey of*
 12 *housing, including personal services by contract or other-*
 13 *wise at rates to be fixed by the Secretary of Commerce*
 14 *without regard to the Classification Act of 1949, as amended;*
 15 *and compensation of Federal employees temporarily detailed*
 16 *for field work under this appropriation; \$650,000.*

17 1958 censuses of business, transportation, manufactures,
 18 and mineral industries: For expenses necessary to prepare
 19 for the 1958 censuses of business, transportation, manufac-
 20 tures, and mineral industries as authorized by law; \$150,000,
 21 to remain available until December 31, 1958.

22 Censuses of business, manufactures, and mineral in-
 23 dustries: Not to exceed \$900,000 of the amounts heretofore
 24 appropriated under the head "Census of agriculture" may be
 25 transferred to the appropriation granted under this head in

1 the Department of Commerce and Related Agencies Appro-
 2 priation Act, 1956.

3 CIVIL AERONAUTICS ADMINISTRATION

4 Operation and regulation: For necessary expenses of the
 5 Civil Aeronautics Administration in carrying out the pro-
 6 visions of the Civil Aeronautics Act of 1938, as amended
 7 (49 U. S. C. 401), and other Acts incident to the enforce-
 8 ment of safety regulations, maintenance and operation of
 9 air-navigation and air-traffic control facilities, and disposal of
 10 surplus airports and administering instruments of disposal;
 11 planning, research, and administrative expenses for carrying
 12 out the provisions of the Federal Airport Act of May 13,
 13 1946, as amended, including furnishing advisory services to
 14 States and other public and private agencies in connection
 15 with the construction or improvement of airports and landing
 16 areas; developmental work and service-testing as tends to the
 17 creation of improved air-navigation facilities, including land-
 18 ing areas, aircraft, aircraft engines, propellers, appliances,
 19 personnel, and operation methods, and acquisition of sites for
 20 such activities by lease, or grant; purchase of not to exceed
 21 ~~(6) ninety~~ *one hundred and ten* passenger motor vehicles for
 22 replacement only; hire of aircraft (not exceeding \$370,000);
 23 operation and maintenance of not to exceed eighty-five air-
 24 craft; fees and mileage of expert and other witnesses; and
 25 purchase and repair of skis and snowshoes; ~~(7)\$125,000,000~~

1 *\$128,608,000: Provided, That there may be credited to this*
2 *appropriation funds received from States, counties, municipi-*
3 *palities, and other public authorities for expenses incurred*
4 *in the maintenance and operation of air-navigation facilities.*

5 Establishment of air-navigation facilities: For an addi-
6 tional amount for the acquisition, establishment, and im-
7 provement by contract or purchase and hire of air-naviga-
8 tion facilities, including the initial acquisition of necessary
9 sites by lease or grant; the construction and furnishing of
10 quarters and related accommodations for officers and em-
11 ployees of the Civil Aeronautics Administration and the
12 Weather Bureau stationed at remote localities not on foreign
13 soil where such accommodations are not available; purchase
14 of not to exceed five aircraft for replacement only; the initial
15 flight checking of air-navigation facilities and the transporta-
16 tion by air to and from and within the Territories of the
17 United States of materials and equipment secured under this
18 appropriation; ~~(8)\$37,500,000~~ *\$40,000,000*, to remain
19 available until expended.

20 Grants-in-aid for airports (liquidation of contract au-
21 thorization) : For liquidation of obligations incurred under
22 authority granted in the Act of August 3, 1955 (69 Stat.
23 441), to enter into contracts, *\$30,000,000*, to remain avail-
24 able until expended.

25 Maintenance and operation, Washington National Air-

1 port: For expenses incident to the care, operation, maintenance and protection of the Washington National Airport, including purchase of one passenger motor vehicle for replacement only; purchase, cleaning, and repair of uniforms; and arms and ammunition; \$1,500,000.

2 Maintenance and operation of public airports, Territory of Alaska: For expenses necessary for the maintenance, improvement, and operation of public airports in the Territory of Alaska, as authorized by law (48 U. S. C. 485 c-h); including arms and ammunition; and purchase, repair, and cleaning of uniforms; \$618,000.

3 Air navigation development: For expenses necessary for planning and developing a national system of aids to air navigation and air traffic control common to military and civil air navigation, including research, experimental investigations, purchase and development, by contract or otherwise, of new types of air navigation aids (including plans, specifications, and drawings); hire of aircraft; acquisition of necessary sites by lease or grant; payments in advance under contracts for research or development work; and not to exceed \$192,000 for administrative expenses; \$1,500,000.

22 CIVIL AERONAUTICS BOARD

23 Salaries and expenses: For necessary expenses of the Civil Aeronautics Board, including contract stenographic reporting services; employment of temporary guards on a

1 contract or fee basis; salaries and traveling expenses of
 2 employees detailed to attend courses of training conducted
 3 by the Government or industries serving aviation; purchase
 4 (not to exceed two for replacement only) of passenger
 5 motor vehicles; and hire, operation, maintenance, and repair
 6 of aircraft; ~~(9)\$4,550,000~~ \$4,700,000.

7 Payments to air carriers: For payments to air carriers
 8 of so much of the compensation fixed and determined by the
 9 Civil Aeronautics Board under section 406 of the Civil Aero-
 10 nautics Act of 1938, as amended (49 U. S. C. 486), as is
 11 payable by the Civil Aeronautics Board pursuant to Re-
 12 organization Plan No. 10 of 1953: ~~(10)\$15,000,000~~
 13 \$17,400,000, to remain available until expended.

14 COAST AND GEODETIC SURVEY

15 Salaries and expenses: For expenses necessary to carry
 16 out the provisions of the Act of August 6, 1947 (33 U. S. C.
 17 883a-883i), including purchase of not to exceed three pas-
 18 senger motor vehicles for replacement only; uniforms or al-
 19 lowances therefor, as authorized by the Act of September 1,
 20 1954 (68 Stat. 1114), as amended; lease of sites and the
 21 erection of temporary buildings for tide, magnetic or seismo-
 22 logical observations; hire of aircraft; operation, maintenance,
 23 and repair of an airplane; extra compensation at not to
 24 exceed \$15 per month to each member of the crew of a
 25 vessel when assigned duties as recorder or instrument ob-

1 server, and at not to exceed \$1 per day for each station to
 2 employees of other Federal agencies while making ocean-
 3 ographic observations or tending seismographs; pay, allow-
 4 ances, gratuities, transportation of dependents and house-
 5 hold effects, and payment of funeral expenses, as authorized
 6 by law, for not to exceed 185 commissioned officers on the
 7 active list; payments under the Uniform Services Con-
 8 tingency Option Act of 1953; and pay of commissioned of-
 9 ficers retired in accordance with law; **(11)**~~[\$10,800,000]~~
 10 \$11,020,000, of which \$446,000 shall be available for retire-
 11 ment pay of commissioned officers: *Provided*, That during
 12 the current fiscal year, this appropriation shall be reimbursed
 13 for press costs and costs of paper for charts published by the
 14 Coast and Geodetic Survey and furnished for the official use
 15 of the military departments of the Department of Defense.

16 Construction of a surveying ship: For designing, con-
 17 structing, equipping, and outfitting one surveying ship, as
 18 authorized by the Act of August 5, 1955 (69 Stat. 537),
 19 **(12)**~~\$3,400,000~~ \$3,700,000, to remain available until
 20 expended.

21 BUSINESS AND DEFENSE SERVICES ADMINISTRATION

22 Salaries and expenses: For necessary expenses of the
 23 Business and Defense Services Administration, including
 24 transportation and not to exceed \$15 per diem in lieu of
 25 subsistence for persons serving without compensation while

1 away from their homes or regular places of business,
 2 (13)~~\$7,200,000~~ \$6,900,000.

3 BUREAU OF FOREIGN COMMERCE

4 Salaries and expenses: For necessary expenses of the
 5 Bureau of Foreign Commerce, including the purchase of
 6 commercial and trade reports; \$2,400,000.

7 OFFICE OF BUSINESS ECONOMICS

8 Salaries and expenses: For necessary expenses of the
 9 Office of Business Economics, (14)~~\$1,000,000~~ \$900,000.

10 MARITIME ACTIVITIES

11 Ship construction: For payment of construction-differ-
 12 ential subsidy and cost of national-defense features incident
 13 to construction of ships for operation in foreign commerce
 14 (46 U. S. C. 1152, 1154), and the cost of national-defense
 15 features incident to construction of vessels for domestic oper-
 16 ation (46 U. S. C. 1159); for payment of construction-
 17 differential subsidy and cost of national-defense features inci-
 18 dent to the reconstruction and reconditioning of ships under
 19 title V of the Merchant Marine Act, 1936, as amended
 20 (46 U. S. C. 1154; (15)~~for reconditioning and betterment of~~
 21 ~~one ship in the national defense reserve fleet~~; for acquisition
 22 of used ships pursuant to section 510 of the Merchant Marine
 23 Act, 1936, as amended (46 U. S. C. 1160), and the pay-
 24 ment of cost of national-defense features incorporated in new

1 tankers constructed to replace used tankers; and for research,
 2 development, and design expenses incident to new and ad-
 3 vanced ship design, machinery, and equipment; ~~(16)\$54,-~~
 4 ~~800,000~~ \$108,880,000, to remain available until expended:
 5 *Provided*, That transfers may be made to the appropriation
 6 for the current fiscal year for "Salaries and expenses" for
 7 administrative and warehouse expenses (not to exceed
 8 ~~(17)\$1,000,000~~ \$1,232,000) and for reserve fleet expenses
 9 (not to exceed \$500,000), and any such transfers shall be
 10 without regard to the limitations under that appropriation on
 11 the amounts available for such expenses: *Provided further*,
 12 That appropriations granted herein shall be available to pay
 13 construction-differential subsidy granted by the Federal
 14 Maritime Board, pursuant to section 501 (c) of the Merchant
 15 Marine Act, 1936, as amended, to aid in the reconstruction
 16 of any Mariner-class ships sold under the provisions of title
 17 VII of the 1936 Act: *Provided further*, That all ship con-
 18 struction, reconditioning, and betterment of vessels appro-
 19 priated for herein, shall be performed in shipyards in the
 20 continental United States: *Provided further*, That no funds
 21 contained in this Act may be used to commence construction,
 22 reconstruction, conversion, reconditioning, or betterment of
 23 any vessel until the total Federal funds required to complete
 24 such work have been appropriated.

25 Operating-differential subsidies: For the payment of ob-

1 ligations incurred for operating-differential subsidies granted
2 on or after January 1, 1947, as authorized by the Merchant
3 Marine Act, 1936, as amended, and in appropriations here-
4 tofore made to the United States Maritime Commission,
5 \$124,000,000, to remain available until expended: *Pro-*
6 *vided*, That to the extent that the operating-differential
7 subsidy accrual (computed on the basis of parity) is
8 represented on the operator's books by a contingent ac-
9 counts receivable item against the United States as a partial
10 or complete offset to the recapture accrual, the operator (1)
11 shall be excused from making deposits in the special reserve
12 fund, and (2) as to the amount of such earnings the deposit
13 of which is so excused shall be entitled to the same tax
14 treatment as though it had been deposited in said special
15 reserve fund. To the extent that any amount paid to the
16 operator by the United States reduces the balance in the
17 operator's contingent receivable account against the United
18 States, such amount shall forthwith be deposited in the
19 special reserve fund of the operator: *Provided further*, That
20 no contracts shall be executed during the current fiscal year
21 by the Federal Maritime Board which will obligate the
22 Government to pay operating differential subsidy on more
23 than two thousand (18) *and seventy-five* voyages in any one
24 calendar year, including voyages covered by contracts in
25 effect at the beginning of the current fiscal year.

1 Salaries and expenses: For expenses necessary for
 2 carrying into effect the Merchant Marine Act, 1936, and
 3 other laws administered by the Federal Maritime Board and
 4 the Maritime Administration, ~~(19)\$15,187,000~~ \$15,500,-
 5 000, within limitations as follows:

6 Administrative expenses, including not to exceed \$1,125
 7 for entertainment of officials of other countries when specifi-
 8 cally authorized by the Maritime Administrator and pur-
 9 chase of not to exceed four passenger motor vehicles for
 10 replacement only, ~~(20)\$6,482,000~~ \$6,600,000;

11 Maintenance of shipyard and reserve training facilities
 12 and operation of warehouses, ~~(21)\$1,445,000~~ \$1,650,000;

13 Reserve fleet expenses, \$7,250,000.

14 Maritime training: For training cadets as officers of the
 15 merchant marine at the Merchant Marine Academy at Kings
 16 Point, New York, including pay and allowances for personnel
 17 of the United States Maritime Service as authorized by law
 18 (46 U. S. C. 1126, 63 Stat. 802, 64 Stat. 794, and 66 Stat.
 19 79) ; not to exceed \$2,500 for contingencies for the Super-
 20 intendent, United States Merchant Marine Academy, to be
 21 expended in his discretion; and not to exceed \$35,000 for
 22 transfer to applicable appropriations of the Public Health
 23 Service for services rendered the Maritime Administration;
 24 \$2,200,000, including uniform and textbook allowances for
 25 cadet midshipmen, at an average yearly cost of not to exceed

1 \$200 per cadet: *Provided*, That except as herein provided
2 for uniform and textbook allowances this appropriation shall
3 not be used for compensation or allowances for cadets.

4 State marine schools: To reimburse the State of Cali-
5 fornia, \$47,500; the State of Maine, \$47,500; the State of
6 Massachusetts, \$47,500; and the State of New York, \$47,-
7 500; for expenses incurred in the maintenance and support
8 of marine schools in such States as provided in the Act au-
9 thorizing the establishment of marine schools, and so forth,
10 approved March 4, 1911, as amended (34 U. S. C. 1121-
11 1123) ; \$149,800 for the maintenance and repair of vessels
12 loaned by the United States to the said States for use in
13 connection with such State marine schools; and \$320,200
14 for allowances for uniforms, textbooks, and subsistence of
15 cadets at State marine schools, to be paid in accordance with
16 regulations established pursuant to law (46 U. S. C. 1126
17 (b)) ; \$660,000.

18 Repair of reserve fleet vessels (liquidation of contract
19 authorization) : Advances may be made from the appropria-
20 tion granted under this head in the Department of Commerce
21 and Related Agencies Appropriation Act, 1956, to the ap-
22 propriation for the current fiscal year for "Salaries and ex-
23 penses, maritime activities", for administrative expenses (not
24 to exceed \$150,000) and for reserve fleet expenses (in such
25 amounts as may be required) , and such advances shall be in

1 addition to amounts otherwise made available for such ex-
2 penses.

3 War Shipping Administration liquidation: The unex-
4 pended balance of the appropriation to the Secretary of the
5 Treasury in the Second Supplemental Appropriation Act,
6 1948, for liquidation of obligations approved by the General
7 Accounting Office as properly incurred against funds of the
8 War Shipping Administration prior to January 1, 1947, is
9 hereby continued available during the current fiscal year,
10 and shall be available for the payment of obligations incurred
11 against the working fund titled: "Working fund, Commerce,
12 War Shipping Administration functions, December 31,
13 1946".

14 General provisions—Maritime activities: No additional
15 vessels shall be allocated under charter, nor shall any vessel
16 be continued under charter by reason of any extension of
17 chartering authority beyond June 30, 1949, unless the char-
18 terer shall agree that the Maritime Administration shall have
19 no obligation upon redelivery to accept or pay for consum-
20 able stores, bunkers and slop-chest items, except with respect
21 to such minimum amounts of bunkers as the Maritime Ad-
22 ministration considers advisable to be retained on the vessel
23 and that prior to such redelivery all consumable stores, slop-
24 chest items, and bunkers over and above such minimums

1 shall be removed from the vessel by the charterer at his own
2 expense.

3 No money made available to the Department of Com-
4 merce, for maritime activities, by this or any other Act shall
5 be used in payment for a vessel the title to which is acquired
6 by the Government either by requisition or purchase, or the
7 use of which is taken either by requisition or agreement, or
8 which is insured by the Government and lost while so insured,
9 unless the price or hire to be paid therefor (except in cases
10 where section 802 of the Merchant Marine Act, 1936, as
11 amended, is applicable) is computed in accordance with
12 subsection 902 (a) of said Act, as that subsection is inter-
13 preted by the General Accounting Office.

14 Notwithstanding any other provision of this Act, the
15 Maritime Administration is authorized to furnish utilities
16 and services and make necessary repairs in connection with
17 any lease, contract, or occupancy involving Government
18 property under control of the Maritime Administration, and
19 payments received by the Maritime Administration for
20 utilities, services, and repairs so furnished or made shall
21 be credited to the appropriation charged with the cost
22 thereof: *Provided*, That rental payments under any such
23 lease, contract, or occupancy on account of items other than
24 such utilities, services, or repairs shall be covered into the
25 Treasury as miscellaneous receipts.

1 No obligations shall be incurred during the current fis-
2 cal year from the construction fund established by the Mer-
3 chant Marine Act, 1936, or otherwise, in excess of the
4 appropriations and limitations contained in this Act, or in
5 any prior appropriation Act, and all receipts which other-
6 wise would be deposited to the credit of said fund shall be
7 covered into the Treasury as miscellaneous receipts.

8 Vessel operations revolving fund: Hereafter the vessel
9 operations revolving fund, created by the Third Supple-
10 mental Appropriation Act, 1951, shall be available for
11 necessary expenses incurred, in connection with protection,
12 preservation, maintenance, acquisition, or use of vessels
13 involved in mortgage-foreclosure or forfeiture proceedings
14 instituted by the United States, including payment of prior
15 claims and liens, expenses of sale, or other charges incident
16 thereto; for necessary expenses incident to the redelivery
17 and lay-up, in the United States, of ships now chartered
18 under agreements which do not call for their return to the
19 United States; for activation, repair and deactivation of
20 merchant ships chartered for limited emergency purposes
21 during the fiscal year 1957 under the jurisdiction of the Sec-
22 retary of Commerce; and for payment of expenses of custody
23 and husbanding of Government-owned ships other than
24 those within reserve fleets: *Provided*, That not to exceed

\$5,000,000 of the funds of the vessel operations revolving fund may be used during the fiscal year 1957 for the purposes set forth in this paragraph.

(22) *Inland Waterways Corporation administered (under the supervision and direction of the Secretary of Commerce): Not to exceed \$14,000 shall be available for administrative expenses to be determined in the manner set forth under the title "General expenses" in the Uniform System of Accounts for Carriers by Water of the Interstate Commerce Commission (effective January 1, 1947).*

PATENT OFFICE

Salaries and expenses: For necessary expenses of the Patent Office, including services as authorized by section 15 of the Act of August 2, 1946 (5 U. S. C. 55a), at rates for individuals not to exceed \$75 per diem (not to exceed \$25,000); and defense of suits instituted against the Commissioner of Patents; \$17,000,000.

BUREAU OF PUBLIC ROADS

General administrative expenses: Necessary expenses of administration, including advertising (including advertising in the city of Washington for work to be performed in areas adjacent thereto), purchase of seventy-five passenger motor vehicles for replacement only, and the maintenance and re-

1 pairs of experimental highways, shall be paid, in accordance
2 with law, from appropriations available to the Bureau of
3 Public Roads.

4 Of the total amount available from appropriations of the
5 Bureau of Public Roads for general administrative expenses,
6 pursuant to the provisions of section 21 of the Act of Novem-
7 ber 9, 1921, as amended (23 U. S. C. 21), \$100,000 shall
8 be available for all necessary expenses to enable the President
9 to utilize the services of the Bureau of Public Roads in
10 fulfilling the obligations of the United States under the Con-
11 vention on the Pan-American Highway Between the United
12 States and Other American Republics (51 Stat. 152), co-
13 operation with several governments, members of the Pan
14 American Union, in connection with the survey and con-
15 struction of the Inter-American Highway, and for performing
16 engineering service in Pan-American countries for and upon
17 the request of any agency or governmental corporation of the
18 United States.

19 Federal-aid highways: For carrying out the provisions
20 of the Act of July 11, 1916, as amended and supplemented
21 (23 U. S. C. 1-22, 24-105, 107-117), to remain available
22 until expended, \$775,000,000, which sum is composed of
23 \$186,500,000, the balance of the amount authorized to be
24 appropriated for the fiscal year 1955, \$585,500,000, a part
25 of the amount authorized to be appropriated for the fiscal

1 year 1956, and \$30,401, \$14,097, \$1,034,766, and
2 \$985,204, the latter sums being for reimbursement of the
3 sums expended for the repair or reconstruction of highways
4 and bridges which have been damaged or destroyed by
5 floods, hurricanes, or landslides, as provided by section 4 of
6 the Act approved June 8, 1938, section 7 of the Act ap-
7 proved July 13, 1943, and section 9 of the Act approved
8 September 7, 1950, as amended (23 U. S. C. 13a and 13b),
9 and section 7 of the Act approved June 25, 1952, and
10 \$935,532 for reimbursement of the sums expended for the
11 design and construction of highway bridges upon and across
12 dams in accordance with the Act of July 29, 1946 (60 Stat.
13 709).

14 Forest highways: For expenses, not otherwise provided
15 for, necessary for carrying out the provisions of section 23
16 of the Federal Highway Act of November 9, 1921, as
17 amended (23 U. S. C. 23, 23a), to remain available until
18 expended, \$23,000,000, which sum is composed of \$16,750,-
19 000, the remainder of the amount authorized to be appro-
20 priated for the fiscal year 1956, and \$6,250,000, a part of
21 the amount authorized to be appropriated for the fiscal year
22 1957: *Provided*, That this appropriation shall be available
23 for the rental, purchase, construction, or alteration of build-
24 ings and sites necessary for the storage and repair of equip-
25 ment and supplies used for road construction and mainte-

1 nance, but the total cost of any such item under this author-
2 ization shall not exceed \$15,000.

3 Public lands highways (liquidation of contract authori-
4 zation) : For payment of obligations incurred pursuant to
5 the contract authorization granted by section 6 of the Fed-
6 eral-Aid Highway Act of 1954 (68 Stat. 73), to remain
7 available until expended, \$1,000,000, which sum is composed
8 of \$625,000, the remainder of the amount authorized for
9 fiscal year 1956, and \$375,000, a part of the amount au-
10 thorized for fiscal year 1957.

11 General provisions—Bureau of Public Roads: None of
12 the money appropriated for the work of the Bureau of Pub-
13 lic Roads during the current fiscal year shall be paid to any
14 State on account of any project on which convict labor shall
15 be employed, but this provision shall not apply to labor per-
16 formed by convicts on parole or probation.

17 During the current fiscal year authorized engineering or
18 other services in connection with the survey, construction,
19 and maintenance, or improvement of roads may be per-
20 formed for other Government agencies, cooperating foreign
21 countries, and State cooperating agencies, and reimburse-
22 ment for such services (which may include depreciation on
23 engineering and road-building equipment used) shall be
24 credited to the appropriation concerned.

25 During the current fiscal year appropriations for the

1 work of the Bureau of Public Roads shall be available for
2 expenses of warehouse maintenance and the procurement,
3 care, and handling of supplies, materials, and equipment for
4 distribution to projects under the supervision of the Bureau
5 of Public Roads, or for sale or distribution to other Govern-
6 ment activities, cooperating foreign countries, and State
7 cooperating agencies, and the cost of such supplies and
8 materials or the value of such equipment (including the
9 cost of transportation and handling) may be reimbursed to
10 current applicable appropriations.

11 Appropriations to the Bureau of Public Roads may be
12 used in emergency for medical supplies and services and
13 other assistance necessary for the immediate relief of em-
14 ployees engaged on hazardous work under that Bureau, and
15 for temporary services as authorized by section 15 of the Act
16 of August 2, 1946 (5 U. S. C. 55a), but at rates for in-
17 dividuals not in excess of \$100 per diem.

18 NATIONAL BUREAU OF STANDARDS

19 Expenses: For expenses necessary in performing the
20 functions authorized by the Act of March 3, 1901, as
21 amended (15 U. S. C. 271-278c), including general ad-
22 ministration; operation, maintenance, alteration, and protec-
23 tion of grounds and facilities; and improvement and con-
24 struction of temporary or special facilities as authorized by
25 section 2 of the Act of July 21, 1950 (15 U. S. C. 286);

1 \$8,750,000: *Provided*, That during the current fiscal year
 2 the maximum base rate of compensation for employees
 3 appointed pursuant to the Act of July 21, 1950 (15 U. S. C.
 4 285), shall be equivalent to the entrance rate of GS-12.

5 Plant and equipment: For construction of a pilot elec-
 6 tronic data-processing device to be used in the performance
 7 of functions authorized by the Act of March 3, 1901, as
 8 amended (15 U. S. C. 271-278c); repair of mechanical
 9 facilities; and expenses incurred, as authorized by section
 10 2 of the Act of July 21, 1950 (15 U. S. C. 286), in
 11 the construction or improvement of buildings, grounds, and
 12 other facilities, and, without regard to the cost limitation con-
 13 tained in that Act, the construction of field station buildings
 14 at Anchorage, Alaska, and at Maui, Territory of Hawaii; and
 15 purchase of six passenger motor vehicles for replacement
 16 only; \$450,000, to remain available until expended.

17 (23) *CONSTRUCTION OF FACILITIES.—For acquisition of*
 18 *necessary land and to initiate the design of the facilities*
 19 *to be constructed thereon for the National Bureau of Stand-*
 20 *ards outside of the District of Columbia to remain available*
 21 *until expended, \$930,000 to be transferred to the General*
 22 *Services Administration.*

23 WEATHER BUREAU

24 Salaries and expenses: For expenses necessary for the
 25 Weather Bureau, including maintenance and operation of air-

craft; purchase of three passenger motor vehicles for replacement only; not to exceed \$25,000 for services as authorized by section 15 of the Act of August 2, 1946 (5 U. S. C. 55a); and not to exceed \$10,000 for maintenance of a printing office in the city of Washington, as authorized by law; \$35,400,000: *Provided*, That during the current fiscal year, the maximum amount authorized under section 3 (a) of the Act of June 2, 1948 (15 U. S. C. 327), for extra compensation to employees of other Government agencies for taking and transmitting meteorological observations, shall be \$5 per day; and the maximum base rate of pay authorized under section 3 (b) of said Act, for employees conducting meteorological investigations in the Arctic region, shall be \$6,500 per annum, except that not more than five of such employees at any one time may receive a base rate of \$9,000 per annum, and such employees may be appointed without regard to the Classification Act of 1949, as amended.

Establishment of meteorological facilities: For an additional amount for the acquisition, establishment, and relocation of meteorological facilities and related equipment, including the alteration and modernization of existing facilities; \$2,500,000, to remain available until June 30, 1959.

GENERAL PROVISIONS—DEPARTMENT OF COMMERCE

SEC. 102. During the current fiscal year applicable

1 appropriations and funds available to the Department of
2 Commerce shall be available for the activities specified in the
3 Act of October 26, 1949 (5 U. S. C. 596a), to the extent
4 and in the manner prescribed by said Act.

5 SEC. 103. Appropriations in this title available for sal-
6 aries and expenses shall be available for expenses of at-
7 tendance at meetings of organizations concerned with the
8 activities for which the appropriations are made; hire of pas-
9 senger motor vehicles; services as authorized by section
10 15 of the Act of August 2, 1946 (5 U. S. C. 55a), but,
11 unless otherwise specified, at rates for individuals not to
12 exceed \$50 per diem; and uniforms, or allowances therefor,
13 as authorized by the Act of September 1, 1954 (68 Stat.
14 1114), as amended.

15 TITLE II—THE PANAMA CANAL

16 CANAL ZONE GOVERNMENT

17 Operating expenses: For operating expenses necessary
18 for the Canal Zone Government, including operation of the
19 Postal Service of the Canal Zone; hire of passenger motor
20 vehicles; uniforms or allowances therefor, as authorized by
21 the Act of September 1, 1954 (68 Stat. 1114), as amended;
22 expenses incident to conducting hearings on the Isthmus;
23 expenses of attendance at meetings, when authorized by the
24 Governor of the Canal Zone, of organizations concerned with
25 activities pertaining to the Canal Zone Government; ex-

1 penses of special training of employees of the Canal Zone
 2 Government as authorized by law (63 Stat. 602) ; contin-
 3 gencies of the Governor; residence for the Governor; medical
 4 aid and support of the insane and of lepers and aid and sup-
 5 port of indigent persons legally within the Canal Zone,
 6 including expenses of their deportation when practicable;
 7 and payments of not to exceed \$50 in any one case to
 8 persons within the Government service who shall furnish
 9 blood for transfusions; \$15,410,000.

10 Capital outlay: The appropriation heretofore granted
 11 under this head shall be available during the current fiscal
 12 year for the purchase of not to exceed eight passenger motor
 13 vehicles for replacement only.

14 PANAMA CANAL COMPANY

15 The following corporation is hereby authorized to make
 16 such expenditures, within the limits of funds and borrowing
 17 authority available to it and in accord with law, and to make
 18 such contracts and commitments without regard to fiscal
 19 year limitations as provided by section 104 of the Govern-
 20 ment Corporation Control Act, as amended, as may be neces-
 21 sary in carrying out the programs set forth in the Budget
 22 for the fiscal year 1957 for such corporation, except as here-
 23 inafter provided:

24 Not to exceed (24) ~~\$3,562,100~~ \$3,679,000 of the funds
 25 available to the Panama Canal Company shall be available

1 during the current fiscal year for general and administrative
 2 expenses of the Company, which shall be computed on an
 3 accrual basis: *Provided*, That as used herein, the term “gen-
 4 eral and administrative expenses” shall not be construed to
 5 include expenses otherwise classified in the preceding fiscal
 6 year: *Provided further*, That funds available for operating
 7 expenses shall be available for the purchase of not to exceed
 8 ~~(25) eighteen~~ *thirty-one* passenger motor vehicles ~~(26) of~~
 9 *which eighteen are* for replacement only, and for uniforms or
 10 allowances therefor, as authorized by the Act of September
 11 1, 1954 (68 Stat. 1114), as amended.

12 GENERAL PROVISIONS—THE PANAMA CANAL

13 SEC. 202. No part of any appropriation contained in this
 14 Act shall be used directly or indirectly, except for tem-
 15 porary employment in case of emergency, for the payment
 16 of any civilian for services rendered by him on the Canal
 17 Zone while occupying a skilled, technical, clerical, admin-
 18 istrative, executive, or supervisory position unless such person
 19 is a citizen of the United States of America or of the
 20 Republic of Panama: *Provided, however*, (1) That, not-
 21 withstanding the provision in the Act approved August 11,
 22 1939 (53 Stat. 1409) limiting employment in the above-
 23 mentioned positions to citizens of the United States from
 24 and after the date of approval of said Act, citizens of Panama
 25 may be employed in such positions; (2) that at no time

1 shall the number of Panamanian citizens employed in the
2 above-mentioned positions exceed the number of citizens
3 of the United States so employed, if United States citizens
4 are available in continental United States or on the Canal
5 Zone; (3) that nothing in this Act shall prohibit the
6 continued employment of any person who shall have ren-
7 dered fifteen or more years of faithful and honorable service
8 on the Canal Zone; (4) that in the selection of personnel
9 for skilled, technical, administrative, clerical, supervisory,
10 or executive positions, the controlling factors in filling these
11 positions shall be efficiency, experience, training, and edu-
12 cation; (5) that all citizens of Panama and the United
13 States rendering skilled, technical, clerical, administrative,
14 executive, or supervisory service on the Canal Zone under
15 the terms of this Act (a) shall normally be employed not
16 more than forty hours per week, (b) may receive as com-
17 pensation equal rates of pay based upon rates paid for
18 similar employment in continental United States plus 25
19 per centum; (6) this entire section shall apply only to
20 persons employed in skilled, technical, clerical, administra-
21 tive, executive, or supervisory positions on the Canal Zone
22 directly or indirectly by any branch of the United States
23 Government or by any corporation or company whose stock
24 is owned wholly or in part by the United States Govern-
25 ment: *Provided further*, That the President may suspend

1 from time to time in whole or in part compliance with this
2 section if he should deem such course to be in the public
3 interest.

4 SEC. 203. The Governor of the Canal Zone is authorized
5 to employ services as authorized by section 15 of the Act of
6 August 2, 1946 (5 U. S. C. 55a), in an amount not
7 exceeding \$15,000: *Provided*, That the rates for individuals
8 shall not exceed \$100 per diem.

9 SEC. 204. The Governor of the Canal Zone and
10 the President of the Panama Canal Company, in computing
11 allowances for the cost of travel on home leave for persons
12 who elect at their expense to take other than the lowest
13 first-class travel to the United States, shall take into account
14 as the cost to the United States the actual cost, as computed
15 by the General Accounting Office, of travel by United States
16 owned and operated vessels rather than a reduced fare rate
17 which is available for such employees when traveling on their
18 own account.

19 TITLE III—INDEPENDENT AGENCIES

20 ADVISORY COMMITTEE ON WEATHER CONTROL

21 Salaries and expenses: The unobligated balance of the
22 appropriation granted under this head for the fiscal year
23 1956 shall remain available until July 30, 1956, for neces-
24 sary expenses of the Advisory Committee on Weather Con-
25 trol, established by the Act of August 13, 1953 (67 Stat.

1 559), including services as authorized by section 15 of the
 2 Act of August 2, 1946 (5 U. S. C. 55a).

3 SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

4 The Saint Lawrence Seaway Development Corporation
 5 is hereby authorized to make such expenditures, within the
 6 limits of funds and borrowing authority available to such Cor-
 7 poration, and in accord with law, and to make such contracts
 8 and commitments without regard to fiscal year limitations as
 9 provided by section 104 of the Government Corporation Con-
 10 trol Act, as amended, as may be necessary in carrying out
 11 the programs set forth in the budget for the fiscal year 1957
 12 for such Corporation, except as hereinafter provided:

13 Not to exceed ~~(27)\$315,000~~ \$325,000 shall be avail-
 14 able for administrative expenses which shall be computed on
 15 an accrual basis (28), including not to exceed \$1,500 for
 16 official entertainment expenses, to be expended upon the ap-
 17 proval or authority of the Administrator: Provided, That said
 18 funds shall be available for services as authorized by section
 19 15 of the Act of August 2, 1946 (5 U. S. C. 55a), at rates
 20 for individuals not to exceed \$100 per day: Provided further,
 21 That the Corporation's funds shall be available for the
 22 purchase of not to exceed ~~(29)three~~ four passenger motor
 23 vehicles (two for replacement only).

24 SMALL BUSINESS ADMINISTRATION

25 Salaries and expenses: For necessary expenses, not

1 otherwise provided for, of the Small Business Administra-
 2 tion, including expenses of attendance at meetings concerned
 3 with the purposes of this appropriation and hire of passenger
 4 motor vehicles, ~~(30)\$1,890,000~~ \$1,900,000; and in addition
 5 there may be transferred to this appropriation not to exceed
 6 ~~(31)\$4,610,000~~ \$4,634,000 from the Revolving Fund, Small
 7 Business Administration, and not to exceed \$500,000 from
 8 the fund for Liquidation of Reconstruction Finance Corpora-
 9 tion Disaster Loans, Small Business Administration, for ad-
 10 ministrative expenses in connection with activities financed
 11 under said funds: *Provided*, That the amount authorized for
 12 transfer from the Revolving Fund, Small Business Admin-
 13 istration, may be increased, with the approval of the Bureau
 14 of the Budget, by such amount as may be required to finance
 15 administrative expenses incurred in the making of disaster
 16 loans.

17 Revolving Fund: For additional capital for the Revolv-
 18 ing Fund authorized by the Small Business Act of 1953,
 19 as amended, to be available without fiscal year limitation,
 20 \$50,000,000.

21 TARIFF COMMISSION

22 Salaries and expenses: For necessary expenses of the
 23 Tariff Commission, including subscriptions to newspapers
 24 (not to exceed \$200), not to exceed \$20,000 for expenses

1 of travel, and contract stenographic reporting services as
2 authorized by section 15 of the Act of August 2, 1946
3 (5 U. S. C. 55a), \$1,550,000: *Provided*, That no part
4 of this appropriation shall be used to pay the salary of any
5 member of the Tariff Commission who shall hereafter par-
6 ticipate in any proceedings under sections 336, 337, and
7 338 of the Tariff Act of 1930, wherein he or any member of
8 his family has any special, direct, and pecuniary interest,
9 or in which he has acted as attorney or special representa-
10 tive: *Provided further*, That no part of the foregoing
11 appropriation shall be used for making any special study,
12 investigation or report at the request of any other agency
13 of the executive branch of the Government unless reimburse-
14 ment is made for the cost thereof: *And provided further*,
15 That that part of the foregoing appropriation which is for ex-
16 penses of travel shall be available, when specifically author-
17 ized by the Chairman of the Tariff Commission, for expenses
18 of attendance at meetings of organizations concerned with
19 the functions and activities of the said Commission.

20 TITLE IV—GENERAL PROVISIONS

21 SEC. 401. No part of any appropriation contained in
22 this Act shall be used for publicity or propaganda purposes
23 not heretofore authorized by the Congress.

24 SEC. 402. No part of any appropriation contained in

1 this Act shall be used to pay any expenses incident to or
2 in connection with participation in the International Materials
3 Conference.

4 This Act may be cited as the "Department of Com-
5 merce and Related Agencies Appropriation Act, 1957".

Passed the House of Representatives May 2, 1956.

Attest: RALPH R. ROBERTS,
Clerk.

Passed the Senate with amendments May 31 (legisla-
tive day, May 24), 1956.

Attest: FELTON M. JOHNSTON,
Secretary.

84TH CONGRESS
2d Session

H. R. 10899

A BILL

Making appropriations for the Department of Commerce and related agencies for the fiscal year ending June 30, 1957, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

MAY 31, 1956

Ordered to be printed with the amendments of the
Senate numbered

production, compounding, transportation, sale, exchange, dispensing, giving away, importation, or exportation of opium, coca leaves, heroin, marihuana, or any salt derivative or preparation of opium or coca leaves, or isonipeaine or any addiction-forming or addiction-sustaining opiate; or any alien who the consular officer or immigration officers know or have reason to believe is or has been an illicit trafficker in any of the aforementioned drugs."

(b) Section 241 (a) (11) of such act is amended to read as follows:

"(11) is, or hereafter at any time after entry has been, a narcotic drug addict, or who at any time has been convicted of a violation of, or a conspiracy to violate any law or regulation relating to the illicit possession of or traffic in narcotic drugs, or who has been convicted of a violation of, or a conspiracy to violate any law or regulation governing or controlling the taxing, manufacture, production, compounding, transportation, sale, exchange, dispensing, giving away, importation, exportation, or the possession for the purpose of the manufacture, production, compounding, transportation, sale, exchange, dispensing, giving away, importation, or exportation of opium, coca leaves, heroin, marihuana, any salt derivative or preparation of opium or coca leaves or isonipeaine or any addiction-forming or addiction-sustaining opiate."

(c) Section 241 (b) of such act is amended by adding at the end thereof the following additional new sentence: "The provisions of this subsection shall not apply in the case of any alien who is charged with being deportable from the United States under section 241 (a) (11) of this act."

Sec. 202. Section 8 of the act entitled "An act to create in the Treasury Department the Bureau of Narcotics, and for other purposes", approved June 14, 1930 (46 Stat. 587), as amended, is amended to read as follows:

"Sec. 8. (a) The Secretary of the Treasury shall cooperate with the several States in the suppression of the abuse of narcotic drugs in their respective jurisdictions, and to that end he is authorized (1) to cooperate in the drafting of such legislation as may be needed, if any, to effect the end named, (2) to arrange for the exchange of information concerning the use and abuse of narcotic drugs in said States and for cooperation in the institution and prosecution of cases in the courts of the United States and before the licensing boards and courts of the several States, (3) to conduct narcotic training programs, as an integral part of narcotic law enforcement for the training of such local and State narcotic enforcement personnel as may be arranged with the respective local and State agencies, and (4) to maintain in the Bureau of Narcotics a 'Division of Statistics and Records' to accept, catalog, file, and otherwise utilize narcotic information and statistics, including complete records on drug addicts and other narcotic law offenders which may be received from Federal, State, and local agencies, and make such information available for Federal, State, and local law-enforcement purposes. Any law to the contrary notwithstanding, Federal agencies of the United States shall make available to the Bureau of Narcotics the names, identification, and any other pertinent information which may be specified by the Secretary of the Treasury, or his designated representative, of all persons who are known by them to be drug addicts or convicted violators of any of the narcotic laws of the United States, or any State thereof. The Commissioner of Narcotics shall request and encourage all heads of State and local agencies to make such information available to the Bureau of Narcotics."

"(b) As used in this section, the term 'Federal agencies' shall include (1) the executive departments, (2) the Departments of

the Army, Navy, and the Air Force, (3) the independent establishments and agencies in the executive branch, including corporations wholly owned by the United States, and (4) the municipal government of the District of Columbia.

"The Secretary of the Treasury is hereby authorized to make such regulations as may be necessary to carry this section into effect."

Sec. 203. Section 4744 (a) of the Internal Revenue Code of 1954 is amended to read as follows:

"(a) Persons in general: It shall be unlawful for any person who is a transferee required to pay the transfer tax imposed by section 4741 (a) to acquire or otherwise obtain any marihuana without having paid such tax, or to receive, conceal, buy, sell, or in any manner facilitate the transportation, concealment, or sale of any such marihuana, knowing the same to have been acquired contrary to law, or to conspire to commit any of such acts in violation of the laws of the United States; and proof that any person shall have had in his possession any marihuana and shall have failed, after reasonable notice and demand by the Secretary or his delegate, to produce the order form required by section 4742 to be retained by him shall be presumptive evidence of guilt under this section and of liability for the tax imposed by section 4741 (a)."

Sec. 204. If any provision of this act, or the application thereof to any person or circumstances, is held invalid, the remaining provisions of this act, or the application of such provisions to other persons or circumstances, shall not be affected thereby.

DEPARTMENT OF COMMERCE APPROPRIATIONS, 1957

Mr. SMATHERS. Mr. President, I ask unanimous consent that the Senate proceed to the consideration of Calendar No. 2062, House bill 10899, the Department of Commerce appropriation bill.

The PRESIDING OFFICER. The clerk will state the bill by title, for the information of the Senate.

The LEGISLATIVE CLERK. A bill (H. R. 10899) making appropriations for the Department of Commerce and related agencies for the fiscal year ending June 30, 1957, and for other purposes.

The PRESIDING OFFICER. Is there objection to the unanimous-consent request?

There being no objection, the Senate proceeded to consider the bill (H. R. 10899), which had been reported from the Committee on Appropriations, with amendments.

WITHHOLDING BY PRIVATE EMPLOYERS OF FEDERAL INCOME TAX OR SOCIAL-SECURITY TAX DEDUCTIONS

Mr. WILLIAMS. Mr. President, as of December 31, 1955, \$284,803,237 which had been withheld as deductions for income tax or social-security tax from the pay envelopes of workers throughout the country had not been turned into the Federal Treasury.

This amount does not represent the current accounts which are due quarterly from the employers but represents only those which were overdue to the extent that second notices of delinquency had been mailed to the employers and the delinquent accounts had been

formally transferred to the field collection force for collection action.

The employers who have failed to send in these withheld taxes continued to use the funds to finance their own businesses, perhaps to pay their own salaries or to help them underbid their taxpaying competitors.

I shall cite one glaring example of how this works. I refer to the Reliable Plastering Corp., Philadelphia, Pa., of which Martin Levin is president; Alexander Levin, secretary and vice president; and Samuel Levin, treasurer.

Since 1951, the Reliable Plastering Corp., of Philadelphia, has withheld over \$400,000 from its employees, representing both income-tax and social-security tax deductions. This amount, instead of being forwarded to the United States Treasury, has been kept by the company for its own use.

These additional funds have enabled the firm to underbid successfully several of its competitors or various contracts, since by not sending in these taxes, which are being withheld from its employees, that meant that, in effect, this firm's labor costs were 20 percent less than any competitor's.

A few months ago this firm, having advantage of the use of this \$400,000 of Government money—for which it did not have to give a note—underbid all competitors for the plastering job on the new Senate Office Building, now being constructed across the street from the Capitol.

Furthermore, not only has this company kept its employees' tax money, but since 1951 it has not been paying its own income taxes. The following is a list of the recorded tax liens against this company as of May 18, 1956, broken down as to amounts, dates, and type of taxes:

Class of tax	Year or taxable period	Amount shown on notice
Withholding and Federal Insurance Contributions Act taxes.	June 30, 1951	\$26,334.29
	June 30, 1952	35,413.30
	Sept. 30, 1952	26,383.96
	Dec. 31, 1952	32,651.60
	Mar. 31, 1953	32,302.29
	June 30, 1953	33,418.50
	Dec. 31, 1953	52,764.59
	June 30, 1954	54,450.16
	Sept. 30, 1954	66,154.65
	Dec. 31, 1954	72,890.63
Income tax	Fiscal year, June 30, 1951	13,892.73
	do.	210.45
	Fiscal year, June 30, 1953	1,511.51
	Fiscal year, June 30, 1954	7,898.04
		456,276.70

It should be pointed out that in awarding the contract for the new Senate Office Building, the bids were first awarded to a prime contractor, who placed a bond guaranteeing performance. This prime contractor then sublet certain contracts to smaller operators; and it was as one of these subcontractors that Reliable was the successful bidder, apparently using these Government funds to underbid its competitors and finance its operations.

There is no reasonable explanation as to why the United States Government would allow any employer in Philadelphia or in any other area to keep for the personal use of his company the funds which are deducted as income and

social security tax from the pay envelopes of his employees.

These are trust funds, and are never to be considered under any circumstances as cash belonging to the employer. It is inexcusable that any employer should have been allowed to work this racket for 5 years without proper action being taken; and when we consider that, as of last December, employers in this country were over \$284 million delinquent in turning these taxes in to the Federal Treasury, it is time that something be done.

When we speak of the amount of delinquent income tax or delinquent corporation tax as of a given date, we recognize that the figures are always subject to readjustment, since an assessed tax deficiency by the Government is never recognized as conclusive until either the taxpayer agrees upon the amount or the court rules upon its determination.

However, as to this \$284 million item there can be no dispute. It represents income tax and social security tax deductions made by the employer from the pay envelopes of the employees, and it belongs to the United States Government. The employer has no right ever to keep these funds for his own personal use.

I ask unanimous consent to have incorporated at this point in the RECORD a letter from the Treasury Department, dated May 18, 1956, confirming the deficiencies of the Reliable Plastering Corp., of Philadelphia, as referred to above.

There being no objection, the letter was ordered to be printed in the RECORD, as follows:

MAY 18, 1956.

Hon. JOHN J. WILLIAMS,
United States Senate,
Washington, D. C.

MY DEAR SENATOR: This is in reply to your letter of March 22, 1956, in which you requested a report as to the outstanding delinquent taxes (by class of tax and years involved) of the Reliable Plastering Corp., of Philadelphia, Pa.

The district director of Internal Revenue at Philadelphia has advised that liens, which are of public record, have been filed with the prothonotary for Philadelphia county court, as follows:

Class of tax	Year or taxable period	Amount shown on notice
Withholding and Federal Insurance Contributions Act taxes.	June 30, 1951	\$26,334.29
	June 30, 1952	35,413.30
	Sept. 30, 1952	26,383.96
	Dec. 31, 1952	32,651.60
	Mar. 31, 1953	32,302.29
	June 30, 1953	33,418.50
	Dec. 31, 1953	52,764.59
	June 30, 1954	54,450.16
	Sept. 30, 1954	66,154.65
	Dec. 31, 1954	72,890.63
Income tax	Fiscal year, June 30, 1951	13,892.73
	do	210.45
	Fiscal year, June 30, 1953	1,511.51
	Fiscal year, June 30, 1954	7,898.04
		456,276.70

The taxpayer has been making periodic payments under an arrangement which if continued would result in full liquidation of the delinquent taxes.

Very truly yours,

RUSSELL C. HARRINGTON,
Commissioner.

Mr. WILLIAMS subsequently said:

Mr. President, earlier this afternoon I referred to the fact that the Reliable Plastering Corp. had a subcontract on the new Senate Office Building.

Since that time the prime contractor, the George Hyman Co., has indicated lack of knowledge of the Reliable Plastering Corp.'s having any subcontract. To refresh their memory I remind them that on October 7, 1955, they submitted to the Architect of the Capitol a report stating that they had subcontracted certain plastering work with the Penn-Jersey Plastering Corp. and that affiliated with that company in the work would be two other companies; namely, the Miller Mason Studios, Atlantic City, N. J., and the Reliable Plastering Corp., of Philadelphia, Pa.

MR. AND MRS. THOMAS V. COMPTON

Mr. SMATHERS. Mr. President, I ask unanimous consent that the pending business be temporarily laid aside, and that the Senate proceed to the consideration of Calendar No. 1833, House bill 1866, for the relief of Mr. and Mrs. Thomas V. Compton.

The PRESIDING OFFICER (Mr. WOFFORD in the chair). Is there objection?

There being no objection, the Senate proceeded to consider the bill (H. R. 1866) which had been reported from the Committee on the Judiciary, with an amendment, on page 2, line 6, after the word "act", to strike out "in excess of 10 percent thereof."

The amendment was agreed to.

Mr. SMATHERS. Mr. President, I ask unanimous consent that a statement explaining the bill be printed at this point in the RECORD.

There being no objection, the statement was ordered to be printed in the RECORD, as follows:

1. Authorizes payment of \$6,000 to the Comptons as compensation for loss of business and decline in market value of their commercial establishment on Highway 15 at Clarksville, Va., caused by the relocation of that highway.

2. The relocation occurred after flooding of the area by the Corps of Engineers, and one other commercial owner, damaged by direct flooding, has recovered.

3. The Army objects on the ground of "normal risk attached to ownership"; this relief is solely equitable.

The PRESIDING OFFICER. If there be no further amendment to be proposed, the question is on the engrossment of the amendment and the third reading of the bill.

The amendment was ordered to be engrossed and the bill to be read a third time.

The bill was read the third time and passed.

CONVEYANCE OF CERTAIN LANDS TO ST. JOHNS COUNTY, FLA.

Mr. SMATHERS. Mr. President, I ask unanimous consent that the Senate proceed to the consideration of Calendar No. 1972, House bill 7471, to provide for the conveyance of certain lands of the

United States to the Board of Commissioners of St. Johns County, Fla.

The PRESIDING OFFICER. Is there objection to the request of the Senator from Florida?

There being no objection, the Senate proceeded to consider the bill, which had been reported from the Committee on Interstate and Foreign Commerce, with amendments, on page 1, line 4, after the word "the", to strike out "Board of Commissioners of St. Johns County, Fla.", and insert "city of St. Augustine, Fla., a municipal corporation organized and existing under and by virtue of the laws of the State of Florida", and on page 4, line 6, after the numerals "330", to strike out "degrees" and insert "feet."

The amendments were agreed to.

Mr. MORSE. Mr. President, at this time I wish to call up an amendment which I understand my good friend, the Senator from Florida, is willing to accept.

Mr. SMATHERS. Mr. President, I am very willing to accept the very fair and fine amendment proposed by the Senator from Oregon.

Mr. MORSE. Mr. President, I thank the Senator from Florida for helping protect and defend the Morse formula, which, since first followed in 1946, has saved the taxpayers a little more than \$500 million.

The PRESIDING OFFICER. The amendment submitted by the Senator from Oregon will be stated.

The LEGISLATIVE CLERK. On page 5, it is proposed to strike out lines 9 through 12 and insert in lieu thereof the following:

SEC. 2. The conveyance authorized by the first section of this act shall be subject to the condition that the city of St. Augustine, Fla., pay to the Secretary of the Treasury, as consideration for the land conveyed, an amount equal to 50 percent of its fair market value as determined by independent appraisal, and the deed of conveyance shall reserve to the United States all mineral rights, including oil and gas, in the land so conveyed, and shall be subject to such other reservations, limitations, or conditions as may be determined to be necessary by the Secretary to protect the interests of the United States.

SEC. 3. The deed shall contain a covenant that no structure shall be erected on the land which will in any way adversely affect the operation of the Coast Guard facilities, and a covenant that the.

The PRESIDING OFFICER. The question is on agreeing to the amendment of the Senator from Oregon [Mr. MORSE].

The amendment was agreed to.

The amendments were ordered to be engrossed, and the bill to be read a third time.

The bill was read the third time and passed.

The title was amended so as to read: "An act to provide for the conveyance of certain lands of the United States to the city of St. Augustine, Fla., a municipal corporation organized and existing under and by virtue of the laws of the State of Florida."

CLEMENT E. SPROUSE

Mr. SMATHERS. Mr. President, I ask unanimous consent that the Senate pro-

tinguished members of the parliaments of several North Atlantic Treaty Organization countries, so as to enable them to obtain accurate impressions and information, at first hand, about current economic, political, and military affairs in this country. In addition, in broader terms, it is hoped that their experiences will further develop the understanding of these visitors of the basic cultural and social values in present-day America.

Mr. President, these gentlemen are now entering the Senate Chamber, following their visit to the House of Representatives. I am happy to introduce them. All of them are members of the parliaments of their respective countries. I wish them to have the courtesy of the floor of the Senate for a few minutes, in order that they may see how the operations of the Senate are conducted.

Mr. President, I ask unanimous consent to have printed at this point in the RECORD a memorandum giving the names of these representatives and information concerning their present positions and professional background.

The ACTING PRESIDENT pro tempore. Is there objection?

There being no objection, the memorandum was ordered to be printed in the RECORD, as follows:

BIOGRAPHIC INFORMATION FOR PARTICIPANT IN NATO LEADERS PROJECT: GROUP II (1956) (MEMBERS OF PARLIAMENT)

Mr. Henri Fayat: Brussels, Belgium.

Present position: Member of the Foreign Affairs, Foreign Commerce and Colonial Committees of the Chamber. Mr. Fayat is a lawyer and has served in the Cabinets of several Ministers, beginning in 1939. He is Secretary of the Belgian Section of the NATO Parliamentary Association and a member of the Study Commission for European Problems, which is sponsored by the Belgian Government to study European integration.

Professional background: At the outbreak of World War II, Mr. Fayat was Secretary to the Minister of Public Works and later a legal attaché in the Cabinet of the Minister for Foreign Affairs of the Belgian Government in exile in London, becoming Chief of Cabinet in 1943. In 1944, he was Chief of Cabinet of the Minister of Agriculture with the same Government. Mr. Fayat was elected Socialist member of the Belgian Chamber of Representatives from Brussels in 1946. In 1947 he was political counselor of the Belgian delegation at the International Trade Organization conference at Habana, Cuba.

Mr. Fayat was a delegate to the sixth session of UNESCO in 1951 and was Belgian delegate to the Seventh United Nations General Assembly in New York in 1952.

Mr. Frank Enfield: York-Scarborough, Canada.

Present position: Mr. Enfield has been a Liberal Member of Parliament for York-Scarborough in the Toronto area since 1953.

Professional background: Mr. Enfield studied at the University of Toronto and Osgoode Hall (law college), receiving a law degree. He has since been a practicing lawyer.

In his parliamentary work, Mr. Enfield has specialized in economic problems of Canada and the interrelationship with the economy of the United States. He is also interested in atomic energy, defense research, the DEW line, and continental defense.

Mr. Erhard Villiam Jakobsen: 61 Amagerbrogade, Copenhagen S., Denmark.

Present position: In 1953, Mr. Jakobsen was elected as a Member of Parliament on the Social-Democratic ticket. From 1946 to the

present, he has been a civil servant in the Assessment Department of the Ministry of Finance.

Professional background: Mr. Jakobsen was president of the Social-Democratic students movement, Frit Forum, from 1943 to 1951; and, before that, he was a member of local leading bodies in the labor movement.

Mr. Jakobsen has published numerous articles for trade-union periodicals on taxation, the main problems of democracy, State and trade unions, the Atlantic Pact, and various economic problems. In addition, he has lectured extensively to members of his party, as well as trade-union members, on these topics and has given several talks over the Danish State radio.

Other: In 1954, Mr. Jakobsen visited SHAPE and has made several trips to England, Switzerland, and Germany.

Mr. Percy Daines: 49 Finchley Road, Eastcliffe, Hampshire, England.

Present position: Labor Member of the British Parliament for East Ham North.

Professional background: Mr. Daines joined the Labor Party 35 years ago and has been active politically during the whole of this time. He was elected to Parliament in 1945. He has done much constructive work on social insurance schemes and monopolies and has spoken often on these subjects in the House.

Mr. Daines speaks often in Parliament on foreign affairs. His main theme is Russian communism and he stresses the need for awareness of this problem and unity of purpose with the United States. For 1 year Mr. Daines was the Government whip in Parliament.

An active cooperator, Mr. Daines served for many years as director of a large distributive cooperative society. He was a local counselor for 6 years and chairman of many important committees. Mr. Daines also was an insurance worker and inspector for some time and has been a trade unionist from the age of 16.

Dr. André Colin: 15, Avenue de Breteuil, Paris 7^e, and Ploudalmezeau, Finistère.

Present position: Député, Département du Finistère and member of the Finance Committee of the Assembly.

Professional background: M. Colin served as secretary general and later president of the Association of Catholic French Youth; simultaneously, he was a professor of law at Lille. He was active in the resistance organizing youth groups and the Republican Liberation Movement, later known as the MRP. M. Colin served as secretary general of the MRP. As a member of the Consultative Assembly after the liberation of Paris, he headed the Youth Committee of the Assembly.

In 1946 he was elected to the National Assembly and reelected in 1951 and 1956. M. Colin also served as Secretary of State in the Bidault cabinet in 1946, as Minister of Merchant Marine in the Queuille cabinet in 1948, Secretary of State for Interior in the cabinets of Queuille, 1951, Faure, 1952, and Mayer in 1953.

Dr. Stefan Dittrich: Auf der Rast 7, Koetzting, Germany.

Present position: Dr. Dittrich is a practicing lawyer and a Bundestag deputy. He is a member of the CDU/CSU Bundestag faction.

Professional background: From 1932 to 1945, Dr. Dittrich studied jurisprudence and international law at Munich and Wuerzburg universities, graduating with a doctor of laws degree.

Dr. Dittrich has served as assistant judge of lower court at Regensburg and judge of county court at Deggendorf, Bavaria.

Dr. Roland Seffrin: Mcmellandallee 18, Hamburg-Altona, Germany.

Present position: Dr. Seffrin is a Bundestag deputy and a member of the CDU/CSU Bund-

estag faction. He is also a high school teacher.

Professional background: From 1925 to 1929 Dr. Seffrin studied German philology, law, and folklore at Munich University. He studied sociology and geography at Hamburg University, graduating in 1938 with a doctor of philosophy degree. Dr. Seffrin has taught in various high schools in Germany and was a lecturer at the German Academy in Neusohl (Slovakia) from 1941 to 1945.

Other: Dr. Seffrin has published various works on literature, among them studies of Storm and Moliere. In 1938 he published *The Catholic Population in the State of Hamburg*. He has also published some geographical-historical pamphlets.

Dr. Seffrin has traveled in France, Denmark, Sweden, Yugoslavia, and Slovakia.

Dr. George Katsafados: 89 Patission Street, Athens, Greece.

Present position: Dr. Katsafados was elected Deputy to Parliament from Piraeus this year, as a member of the ERE (National Radical Union).

Professional background: In 1955-56, Dr. Katsafados was Under Secretary for Social Welfare. Since 1951, he has been the Greek Rally deputy from Piraeus and in 1950 was MEA (Kanellopoulos) party deputy. He has been a member of Parliament since 1930.

Dr. Katsafados received his doctor of medicine from the Medical School of the University of Athens and took courses in medicine at Paris under eminent professors.

Other: Dr. Katsafados is a member of several Greek and French medical societies and served twice in the Greek Army as a military surgeon. He is an officer of the French Legion of Honor and has been awarded several medals for his service during World War II. Dr. Katsafados has published several treaties on urology.

Mr. Paul Ingolf Ingebreetsen: Stavanger, Norway.

Present position: Member of the Norwegian Storting (Parliament) as Liberal representative from Rogaland Province. Mr. Ingebreetsen is vice chairman of the Storting's Finance and Customs Committee.

Professional background: In 1927 Mr. Ingebreetsen received his bachelor of laws. He was a civil servant, higher police official, and assistant judge in Ryfylke County from 1928 to 1930. Since 1947, he has been a tax official in Stavanger, a position from which he is on leave. He is a member of the Stavanger City Council and has been very active in communal affairs and on a number of civic and other committees. Mr. Ingebreetsen was chairman of the Stavanger Young Liberals from 1934 to 1936 and chairman of the Stavanger Liberal Party from 1947 to 1949. He was first elected to the Storting in 1949 and reelected in the subsequent elections in 1953.

Dr. Alberto Pacheco Jorge: Avenida Dr. Rodrigo Rodrigues, 25, Macau, Portugal.

Present position: Deputy from Macau to the National Assembly (Congress); lawyer; acting public notary; president of Macau branch, Portuguese Red Cross.

Professional background: Acting attorney general from Macau, most recently in 1954; vice president of Macau municipal council, 1941-49.

Other: Dr. Jorge is a graduate of the School of Law of the University of Lisbon, a member of the Rotary International and the National Union. He has traveled extensively, including England, France, Italy, Switzerland, Spain, and the Philippines.

Dr. Celestino Bernardo Marques Pereira: Avenida Almirante Reis, 227-5 D., Lisbon, Portugal.

Present position: Procurator of the Camara Corporativa (corresponding to the House of Representatives). Dr. Pereira is first teacher of the National Physical Education Institute, general inspector of physical education, general inspector of gymnastics in the Federacao

Nacional da Alegria polo Trabalho, and director of the physical education services of Portuguese youth. He is a voting member of the National Education Organization and a voting member of the Technic Council of Physical Education of the General Director Education of Sports and School Health.

Professional background: Dr. Pereira was Director of the National Physical Education Institute of Portugal and has taught in army training schools. He was general director of the international stage of military physical training of the Military Council of Physical Training. He is a member of many organizations in Portugal having to do with physical education and athletic activities.

Other: Dr. Pereira has published many articles and books and has traveled widely, making official studies, in Spain, France, Belgium, Holland, Sweden, Denmark, Germany, Austria, and Italy. He has made official trips to Africa on service with the National Education Ministry.

Dr. Kasim Kufrevi: Agri, Turkey.

Present position: Member of Land National Assembly. At present Dr. Kufrevi is a member of the executive committees of the American-Turkish and the Anglo-Turkish parliamentary groups and is also a member of the executive committee of the Turkish group of the Interparliamentary Union.

Professional background: Dr. Kufrevi was elected deputy from the Province of Agri in 1950 as a member of the Democratic Party and was reelected from the same Province in 1954. He recently resigned from the Democratic Party, however, and his status is now that of an independent member of the National Assembly.

In 1943 Dr. Kufrevi was appointed assistant to the chair of Turkish literature, faculty of letters, Istanbul University, and lectured on Islamic mysticism until 1950. From 1942 to 1950 he served as a member of the redaction and editorial committee of the Turkish Encyclopedia of Islam and contributed to that publication a considerable number of articles on theology, mysticism, and literature. He is a member of the Turkish Historical Society and the Islamic Research Society of India.

Dr. Kufrevi participated in the Vienna and Helsinki Conferences of the Interparliamentary Union which took place in the summers of 1954 and 1955, respectively.

RECESS

Mr. O'MAHOONEY. Mr. President, I ask unanimous consent that at this time the Senate take a brief recess, subject to the call of the Chair, in order that the Members of the Senate now present may greet these distinguished visitors.

The ACTING PRESIDENT pro tempore. Is there objection to the request of the Senator from Wyoming? The Chair hears none.

Without objection, it is so ordered.

The Acting President pro tempore wishes to join the distinguished Senator from New Jersey in welcoming these gentlemen, members of the parliaments of various nations, to the Senate of the United States.

The Senate will now stand in recess for 10 minutes, subject to the call of the Chair.

Thereupon, at 2 o'clock and 16 minutes, the Senate took a recess subject to the call of the Chair.

The Senate reassembled at 2 o'clock and 26 minutes p. m., when called to order by the Acting President pro tempore [Mr. BIBLE].

DEPARTMENT OF COMMERCE APPROPRIATIONS, 1957

The Senate resumed the consideration of the bill (H. R. 10899) making appropriations for the Department of Commerce and related agencies for the fiscal year ending June 30, 1957, and for other purposes.

Mr. PAYNE. Mr. President, at the time of the recess the Senator from Florida [Mr. HOLLAND] had the floor, and he had kindly yielded to me. I shall now proceed to conclude the statement I was making.

Mr. HOLLAND. Mr. President, I continue to yield to the Senator. As I recall, he was impressing us with the importance of the road building program. I think we are all pretty well impressed with the importance of that program. However, the Senator from Maine is presenting it in such a colorful, imaginative, and attractive way that I am glad to listen to him.

Mr. PAYNE. I thank the Senator from Florida.

In addition to the new construction activities undertaken by State and local governments, which I mentioned earlier, new public utility construction would also be considered. At the present time final figures are not available until 2 years after the construction has taken place.

With respect to residential alteration and repair expenditures on existing structures, current statistics are not available until 9 months after the construction, and are of questionable accuracy.

With regard to industrial and commercial alteration and repair expenditures on existing structures, current annual statistics are merely educated guesses.

The proposed program, under the suggested increase of \$600,000, would yield completely new statistics—not statistics available at the present time, but new statistics—in the following areas, for which no current figures are available at all:

First. The quantities of material consumed in the construction of selected types of structures and facilities—that is, how much cement, steel, copper, lumber, plumbing fixtures, and other materials and products are used in construction.

This program is proposed as a 4-year cycle of statistics. The work this year would be largely on industrial and commercial building projects.

Second. The average pattern of progress experienced with respect to each category of construction from the date of the contract award to the date of final completion.

Moderate improvements are planned in the following areas:

First. Industrial, commercial, and institutional building. The improvements will be limited to large projects, which make up about 75 percent of the total. Improvements in the small project sector await the results of the methods research part of the proposed program.

Second. Seasonal patterns of construction activity, and the underlying causes thereof.

The reasons I have set forth, plus the fact that we shall be confronted with the need for up-to-the-minute information in connection with the massive highway construction program, which we hope will be set in motion by the beginning of next year, are compelling reasons why it should be possible for this amount of money to be made available in order that a survey of these statistics may be up to the minute, may be factual, and may be of value to the Congress and to the administration in evaluating each of the programs before the Congress.

I thank my colleague from Florida very much for his courtesy.

Mr. SPARKMAN. Mr. President, will the Senator from Florida yield?

Mr. HOLLAND. I yield.

Mr. SPARKMAN. With reference to the amendment offered by the distinguished Senator from Maine [Mr. PAYNE], I should like to say I am glad to support it wholeheartedly. I agree with what the Senator from Maine has said. I do not know the extent to which the matter was presented to the committee, or what facts or information seeking to back it up were given to the committee. However, I certainly believe this is the time when we need this type of information. From time to time we read in the press about certain conditions which may not be bad, but which, at the same time, should give us warning and suggest that we be very careful. In many such instances we do not have the information we ought to have.

The amendment offered by the Senator from Maine would be very helpful if the information were provided at the time when it was usable, and not, as the Senator from Maine has pointed out, 2 or 3 years later, after its worthwhileness had passed.

I should like to call attention to the fact that last year the Bureau of the Budget submitted a request for this type of information, and the Senate voted funds. The House did not do so. In conference, the funds were eliminated. Therefore nothing was allowed last year.

This year we have the reverse situation. The House has allowed \$350,000 of a budget request of \$600,000. This year the Senate knocked out the funds it had allowed last year.

The Joint Economic Committee, in its report issued January 5, 1956, has this to say about the matter:

We find it most unfortunate that no funds were provided for improvement in construction statistics. One of the most important forces in our current prosperity has been the continued high level of construction. In any appraisal of the economic outlook it is essential to know as much as possible about the health of this industry. Failure to provide any of the requested improvements leaves us with inadequate and scattered data, which reflect only long term trend or the largest changes in construction activity.

That is the conclusion which has been arrived at by the joint committee under the able chairmanship of the distinguished Senator from Illinois [Mr. DOUGLAS] after a very careful study of the whole field. As a matter of fact, the joint committee is charged by Congress with the responsibility of making a continued study of the economic con-

ditions of the country. One of the difficulties we encounter is not being able to get usable information at the time when it is worthwhile. That is what the amendment of the Senator from Maine would correct. I express the hope to the able chairman of the committee, the distinguished Senator from Florida [Mr. HOLLAND] that he will be willing to accept the amendment of the Senator from Maine.

Mr. DOUGLAS. Mr. President, will the Senator yield?

Mr. HOLLAND. I yield.

Mr. DOUGLAS. I agree with the Senator from Maine and the Senator from Alabama. One of the difficulties we have with current statistics on construction gathered from private sources is that, very frequently, they give contrary information.

In the recession of 1954—and it has been established now that it was a recession by the admission of the President's Economic Adviser, Mr. Burns—one private index moved in one direction, and other private index moved in the opposite direction. Therefore, there was no clear consensus as to what was happening.

I hope the chairman of the subcommittee, if he does not accept the amendment—which I hope he will—will have some feeling of compassion in dealing with the matter in conference with the House.

Mr. HOLLAND. Mr. President, I appreciate the eloquence of the three Senators. However, I suspect that if they had made their eloquence heard in committee, when the committee was conducting its hearings, there might well have been a different result.

The fact is that the committee conducted long and extensive hearings in trying to balance off the needs of the agencies. We gave very generous treatment to the agencies. My original statement showed that we have stepped up the appropriations as they came to us from the House by \$63,563,000.

We came into the Senate this morning somewhat with bowed heads, fearful that we would be castigated for having been more generous with the agencies than were our friends at the other end of the Capitol.

Now we hear great advocates of economy finding some fault—not serious fault, but some little fault, at least—because we have not been generous enough.

I may say, in trying to reply in a general way to my three eminent colleagues, that, in the first place, this matter has nothing to do with the road building program, except indirectly. At most, it would show what the needs were for cement and structural steel and the like in the part of the construction industry not represented in the housing survey, which itself accounts for a great number of these activities in connection with apartment and hotel building, and the like.

The fact is that very intensive research is going on in the appropriate Federal agency and in the appropriate State agencies throughout the Nation, in the field of road construction.

With further reference to the points so ably made by the distinguished Senators, I recall that by action of the Senate, within the last hour, on the amendment jointly sponsored by two of my eminent friends, the Senator from Illinois and the Senator from Alabama, the Senate has generously added \$650,000 for the accumulation of housing statistics, all with knowledge of the fact that there was a very elaborately-built program costing approximately \$18 million for a housing survey in 1950 at the time of the decennial census, and we are now supplementing it with the intercensal survey. Our distinguished friends are now asking for more money in this field, which important as it is, has been found by the committee, after careful investigation to be not quite so demanding and important as the other objectives of which we have taken care.

There is \$350,000 additional in the bill as passed by the House for this item, which, by the way, is an extension because there is already an agency doing this work. That amount will be in conference. If my distinguished friends will reduce to writing their eloquent appeals, supplemented by the persuasive arguments we have heard today, there will be some hope of retaining some of those funds in the bill as finally passed. But I hope they will not expect us to put in a \$600,000 item for the expansion of the agency.

I see some gleams of sympathy and understanding in the eyes and upon the faces of my friends, which I hope indicate that they will be willing to do two things: First, to present this matter in writing, to that we may have it in a complete form for the conference, and, second, if the conference agreement is not satisfactory to them, that they come forward with additional requests in connection with the supplemental bill.

Mr. SPARKMAN. Mr. President, will the Senator from Florida yield?

Mr. HOLLAND. I yield to the Senator from Alabama.

Mr. SPARKMAN. Mr. President, there are two things I wish to mention. First, let me say that I appreciate the remarks of the Senator from Florida, the chairman of the subcommittee.

I should like to say that all the money which is included in the amendment offered by the Senator from Maine would not represent an increase over what the House appropriated. The Senator from Florida brings out the point that the bill represents an increase of, I think he said, \$63 million over what the House appropriated, but in this particular item there is a cut from what the House appropriated.

Mr. HOLLAND. May I say that approximately \$63.6 million is a net figure.

Mr. SPARKMAN. But this item took a cut. It is true that the amendment offered by the Senator from Maine would exceed that cut, but, nevertheless, as it stands in the bill before us, there is a cut.

I wish to invite the attention of the Senator from Florida to the fact that I wrote a letter to the committee, speaking in behalf of the Joint Economic Committee, which will be found on page 535 of

the hearings. I tried in that letter to present the matter as clearly as I could. I am sorry that another engagement on that day made it impossible for me to be present before the committee, but I believe my position was understood by the committee and my letter was accepted and placed in the record.

I hope that this proposal may receive not only careful consideration but most sympathetic consideration by the chairman.

Mr. HOLLAND. I thank my distinguished friend, and I wish I were in position to accept the amendment, but, as I stated in the beginning, the committee was unanimous in all its actions. There were a dozen or more requests for the extension of present activities of various agencies of the Department of Commerce. We granted such extensions in a good many cases. We are not wiping out an activity. We merely are declining another requested increase. We have given the requested increases to two kindred items which we thought were more important. We may have erred. But, at least, they were smaller items, and they were stated to be very important. I felt very keenly about financing at the place where the work is being done rather than to have the Defense Department transferring the money.

I am not in a position to accept the amendment. I should be very happy to study the position of the Senators prior to the conference. I am sure I speak for my fellow conferees in that statement, because none of us wants to do violence to a worthwhile objective; but, after all, if we had granted all the requests made, I am sure the Senate would not have been glad to see us come before it with our report today.

So I hope the Senator from Maine will withdraw his amendment, follow the two courses I have suggested, and be assured of the sympathy of the subcommittee.

By the way, Mr. President, his distinguished colleague the senior Senator from Maine [Mrs. SMITH] is the ranking Republican member of the subcommittee, and I am sure she is sympathetic to the request I have just made.

We shall do the best we can in conference, while at the same time doing justice to the other members of the committee. As Senators know, there are 23 Members of the Senate on the Appropriations Committee. There action was unanimous. Very few of those Senators are present today. To accept the amendment would be going back on the unanimous expressions of the members of the committee.

We shall be sympathetic with the request. I think there is merit in it, and we should like to work it out in conjunction with other problems which we shall have before us.

Mr. PAYNE. Mr. President, will the Senator from Florida yield?

Mr. HOLLAND. I yield.

Mr. PAYNE. I personally am sympathetic with the problems which the committee faces and which it has faced in connection with many matters before it. I have great respect for the chairman of the subcommittee. I know the commit-

tee has put an enormous amount of work into the entire bill and into every request which has been made for funds. I understand full well that the chairman does not feel, in view of the action taken, that he can accept the amendment which was offered.

If the amendment is rejected by the Senate, it is my sincere hope, as I believe the chairman assured us earlier, that this question can be taken up in connection with the supplemental appropriation bill which will pertain to an activity of this type and will be given the consideration which it seems rightfully to deserve.

Mr. HOLLAND. I shall be very happy to do the latter, that is, to consider it sympathetically in connection with the supplemental appropriation bill, and also in the conference. But I hope the Senator from Maine will withdraw his amendment, because there are but a handful of Senators here today, and we would have difficulty in obtaining a quorum. I hope the Senator from Maine will not by his insistence bring us back to the consideration of the same item next week.

Mr. PAYNE. Mr. President, will the Senator yield?

Mr. HOLLAND. I yield.

Mr. PAYNE. On the basis of the statement which the distinguished chairman of the subcommittee has made, and out of respect for members of the committee who are on the floor and who have worked on the problem, I shall not press the amendment at this time, but shall withdraw it, hoping that in connection with a supplemental appropriation bill the matter may either be taken up or may be taken to conference to see what can be arranged.

Mr. HOLLAND. The item is in conference to the amount of \$350,000.

Mr. PAYNE. That is correct.

Mr. HOLLAND. I thank the distinguished Senator from Maine.

The ACTING PRESIDENT pro tempore. The amendment offered by the junior Senator from Maine is withdrawn.

Mr. O'MAHONEY. Mr. President, will the Senator from Florida yield?

Mr. HOLLAND. I yield to the Senator from Wyoming.

Mr. O'MAHONEY. I may say to the Senator from Maine that, as one speaking from experience, I feel that the advocates of his amendment are now in a very excellent position. I had somewhat the same contention to make a year ago with respect to the Bureau of the Census. The Senator from Florida, in a kind and good-humored way, denied my specific request, but assured me that, if the eventualities proved the additional work to be necessary, he would support my request.

As it happened, the work for which I was contending at that time was an expansion of the activities of the census of manufacturers. It has developed that with the cooperation of the committee and of the Bureau of the Census the work on the statistics showing the concentration of manufacturers has been handled in a most excellent manner by the Bureau of the Census.

In the report which the Senator from Florida has just filed, I find that, again, the Senator from Florida has, with his usual good sense, recognized the importance of gathering statistics in the proper way, so that the activities of the Government and the knowledge of the people may be sustained. I refer particularly to the paragraph on page 3 of the report, under the heading "Censuses of business, manufactures, and mineral industries."

The Subcommittee on Antitrust and Monopoly, of which I have the honor to be chairman, has requested the Bureau of the Census to carry on certain statistical research. That work is in progress. It has had the support of the Senator from Florida.

In the report, again, we find evidence of the sound sense of the Senator from Florida, as chairman of the subcommittee, in relating, so that all may know, the purpose of the work and how it will be carried on. There are nine separate units of investigation functioning.

I appeared before the subcommittee and expressed the belief that the report should be filed with the Subcommittee on Antitrust and Monopoly Legislation before being released for general consumption, so that the subcommittee might have the opportunity of coordinating all the figures and of expressing its opinion on the meaning of this concentration.

The committee has gone on record as sustaining that point of view. It has quite properly added that these figures should be presented to the Committee on Appropriations and to the Subcommittee on Antitrust and Monopoly Legislation of the Committee on the Judiciary, as well.

It is an example to the junior Senator from Maine and to those of us who are members of the Joint Committee on the Economic Report that we have as chairman of the Subcommittee on Department of Commerce Appropriations a comprehending man, a man of good humor, one who will help us to get the basic facts which are needed in determining economic matters for the good of the country.

I thank the Senator from Florida.

Mr. HOLLAND. I thank warmly the distinguished Senator from Wyoming. I never heard a more generous or gracious advocate. I express my gratitude to him.

Mr. President, I feel certain that my distinguished colleague, the senior Senator from Maine [Mrs. SMITH], the ranking minority member of the subcommittee, and who worked most capably in the subcommittee—I think, in fact, she carried more than her share of the responsibility and work—has some comment to make, so I am glad to yield to her. I yield the floor.

Mrs. SMITH of Maine. Mr. President, it has been my pleasure and privilege to work side by side on the bill with the chairman of the Subcommittee on Department of Commerce Appropriations, the distinguished senior Senator from Florida [Mr. HOLLAND]. He spent many hours and days in the preparation of the bill. Because of his knowledge of mat-

ters pertaining to commerce, and his clear and real understanding of State and Federal needs, the bill comes to the Senate with the unanimous approval of the subcommittee and the full committee.

The best way I can express my admiration for the work done by the senior Senator from Florida is to say that in the event the Republicans regain control of the Senate next year, and as ranking Republican on the subcommittee I should become chairman of the subcommittee, I hope that I can do nearly as well as he has done.

I also express my appreciation to the very capable members of the staff of the Committee on Appropriations, who have done so much to help the committee bring this very important bill to the Senate. I refer to Mr. John Witeck and Mr. William Kennedy.

There is one area of the bill on which I wish to make some extended remarks, the area having to do with appropriations for commercial aviation.

Most of us can remember a few years ago when there were predictions of gigantic expansion of air travel. We have seen a great expansion develop. But we have not seen a gigantic expansion develop—not what most of us thought would have happened by this time.

I think that the principal reason for this can be laid to the airlines themselves. There are not enough airlines with enough equipment and operating over enough routes to meet the demands of Americans for air travel.

Something will have to be done about this matter, whether it be the granting of certificates to more airlines to operate competitively over the same routes or in the acquisition by the existing route holders of more equipment with which to accommodate the air traveling public and the demand for air travel space.

I am inclined to think that the answer lies in having more competition over the existing routes by more airlines instead of the present system of granting a quasimonopoly to a few favored airlines, with the concurrent discriminatory treatment against other airlines which have asked to provide service over existing routes.

We of Maine and northern New England are quite aware of this. We are aware of it because we are getting poor service on transportation south of Boston and New York. Those of us who travel by air to and from Maine, New Hampshire, and Vermont have found Boston and New York actually to be dead end streets or passenger dumping stations.

This is not the fault of the airline which serves these three States. Rather it is the fault of a system which fails to provide through flights between Maine, New Hampshire, and Vermont to Washington, D. C., Florida, and other points south.

It is the old story of the fight on reservations between the short-haul and the long-haul connections. The airline that gets the short haul is understandably, though by no means approvingly, not interested in taking care of connectees from the long haul. The answer to the question of which is the short-haul airline and which is the long-haul airline

depends upon whether the connection is made in New York or Boston.

We, of northern New England, are not advocates of any particular airline. But we do feel that we are entitled to through flight service out of Boston and New York. We are tired of being stranded in those cities in the never-ending frustration and fight over getting connections on other lines out of Boston and New York.

Nor do we appreciate a regulatory body taking an attitude of regarding the one relatively small airline that serves northern New England as a poor cousin merely to be tolerated by the big airlines which have no interest whatsoever in extending their flights into northern New England and giving better service to that part of the country.

In general, I am shocked at the callousness of the attitude of airlines, particularly the big airlines operating on the east coast—callousness to their passengers on such matters as reservations, overselling, flight connections, and withholding of flight information.

As I stated at the hearings, the airlines keep the traveling public in the dark. They maintain an iron curtain on weather information for their own convenience, and to prevent passengers from switching to railroad transportation when air travel becomes questionable because of weather and air traffic congestion. They maintain an iron curtain so that the traveler does not have a free choice of how to travel.

That is why, as I stated at the hearings, I believe the only hope for tearing down this iron curtain on weather information is by having the Civil Aeronautics Administration have a weather and traffic reporting desk in the passenger area of every major airport—where the passengers can go for information, instead of being frustrated as they now are by the airlines.

I do not believe that either the Civil Aeronautics Board or the Civil Aeronautics Administration should be permitted to escape the responsibility of lifting the iron curtain on weather and traffic information imposed by the airlines.

Even the Chairman of the Civil Aeronautics Board at the hearings admitted that he himself had had this experience and had complained bitterly about it.

I have been assured that this will be given the fullest consideration by the authorities.

Another point that I stressed at the hearings, and which I bring to the attention of the Senate, is the reprehensible practice of airlines overselling and taking through-flight passengers off without advance notice, because of passenger stack-up resulting from overselling. The airlines even go to the extent of threatening to physically eject from a plane passengers who hold through-flight reservations—to eject merely to take care of the trouble caused by overselling at some point along the route by the airlines.

I regret to say that a national magazine which holds itself out as an accurate reporting and responsible publication—Newsweek—went out of its way to rewrite and distort a story filed by one of its capable and conscientious Wash-

ington correspondents on my expressions and efforts on calling for an elimination of this reprehensible practice of overselling by the airlines.

The New York office of Newsweek not only wrote an erroneous story, which, to the embarrassment, chagrin, and anger of its Washington correspondent, was a rewrite of his report, but it went out of its way to characterize my motivations in the matter as stemming from pettiness it attributed exclusively to women.

I am glad to say that I have received several letters from men commending my efforts to eliminate the reprehensible practice of overselling. A Colorado man, who until recently was an airline employee, wrote me:

It is very gratifying that someone of national significance has made an attempt to have the airlines stop their practice of overselling.

On April 1 I quit an airline position after having been with the company more than 10 years, and one of the chief points in my decision was the uncontrolled overbooking of passengers which has developed in the last 3 or 4 years. Since all airlines practice it, I do not wish to condemn any single one, so will not reveal the one I worked for. Nevertheless, to me, it is as much a crime to sell a seat that doesn't exist as to sell any real property that isn't there, or selling mortgaged goods.

May I commend you for your effort, and hope you are successful in finding a solution for this problem.

A Massachusetts clergyman wrote me:

Good for you on the airlines deal. I think it is a crime that they get away with murder on the ticket business.

Our daughter left Houlton last year to go to her home in Buffalo with her young son. When the plane reached Portland, Maine, she was told that her seat had been sold, and that she would have to get off. She made a real fuss about it, and succeeded in staying on. My daughter Marjorie going to Buffalo from Boston was told at Albany that she would have to get off as her seat was taken. It was all paid for by her, why should she get off. She said to the official "What will I do? I don't know anybody here." She did not get off. Someone else had to.

I think the whole thing is unfair. I hope you can do something about it. It is a great nuisance to buy your ticket, and to read on the ticket that it is not a ticket.

I hope you will fight it through.

A businessman from Chicago, Ill., wrote me:

It was with a great deal of personal interest and pleasure that I read the item on page 21 of the May 28 issue of Newsweek regarding your experience with an airline reservation. My interest lies in the fact that I had a similar experience a few months ago when time was of particular importance. My pleasure stems from the fact that you are supporting a bill to penalize airlines that oversell passenger space.

That your experience is by no means an isolated case is borne out by the mishandling (the kindest word I can think of) I received at Christmastime. I am attaching copies of my letters of December 27, 1955, to the Chicago manager of passenger service and the president of Delta Air Lines, Inc., which present all the facts in the case. These letters are self-explanatory.

You might be interested in the explanation which I received from Delta. About 3 weeks after my unfortunate experience the local representative of Delta telephoned me (after I had again written the airline) to explain that they had oversold space and that I was

selected for removal because I was "only going to Atlanta and was traveling alone." By implication I suppose that means that bachelors should not fly unless they wish to run the risk of being removed even though they have good reservations (which in my case was a month old and had been confirmed by the airline 3 times, the last time being only 4 hours before departure time).

I sincerely hope that you will be successful in your efforts to force the airlines to assume some responsibility to their passengers. To this end you have my permission to make whatever use you see fit of the attached letters.

I ask that unanimous consent copies of the letters to which he refers be incorporated in the RECORD at this point.

There being no objection, the letters were ordered to be printed in the RECORD, as follows:

CHICAGO, ILL., December 27, 1955.

Mr. C. E. WOOLMAN,
President, Delta Air Lines, Inc.
Atlanta, Ga.

DEAR SIR: You may or may not be interested in the attached copy of my letter to your passenger service manager in Chicago. However, I rather think you should be.

Very truly yours,

THOMAS J. TUCKER,

CHICAGO, ILL., December 27, 1955.

MANAGER OF PASSENGER SERVICE,
Delta Air Lines, Inc., Chicago, Ill.

DEAR SIR: I believe that some sort of explanation from you is in order in connection with the treatment I received last Wednesday night when I went home for the holidays. In all my experience, both as a passenger and as an air line employee (I was manager of systems and procedures for United Air Lines in Chicago for 4 years before being appointed assistant controller of Stewart-Warner Corp.), I have never, except in wartime, seen anything to equal it.

Here are the facts, which you can easily check and verify if you are so inclined:

On November 22 (please note date) I telephoned your Chicago office for a round trip reservation to Atlanta as follows:

Flight 65—Chicago to Atlanta (nonstop) for December 21.

Flight 116—Atlanta to Chicago for December 26 (originally flight 748).

The tickets were picked up on November 26. Attached is the passenger coupon, and I have my canceled check, also.

On December 14 your Chicago office telephoned me at work (La 5-600) to make certain that I would use my reservation, and I assured him that I would.

On December 21 at 6 p. m. (please note date and time), 4 hours before flight time, your Chicago office telephoned me at home (Su 4-1036) informing me that the flight was on time and requested that I be at the airport 45 minutes or so before scheduled departure time.

I arrived at Midway at 8:30 p. m. and immediately checked in. The clerk checking me in verified my reservation by telephone in accordance with your procedures.

Departure was called just before scheduled flight time, and as I walked to board the plane I was called back to the ticket counter and told that there was "some mixup in reservations" (and that is all I was told) and that I was being removed from that particular flight. I was also informed that I could be accommodated on flight 65B leaving at 11:30 p. m. with a stop at Cincinnati.

Your agent was kind enough to allow me to telephone Atlanta to relay this surprising bit of information to a relative who was planning to meet me at 1:30 a. m.

To make matters worse, although I asked my relative not to meet me, he inquired of your Atlanta office when flight 65B was sched-

uled to arrive and was told 3:15 a. m. Shortly before that time he went to the Atlanta airport and upon inquiry there was told that no such flight was coming from Chicago.

However, after some further checking he was told that it probably would be an hour or so late. With such indefinite information he had little alternative but to return home. As a result I took a cab (at 4:35 a. m.—3 hours from my scheduled arrival time on the plane for which I had held reservations) which, incidentally, cost \$4.65.

I anticipate your using the rush of the Christmas season as your explanation—that is, if you feel it necessary to reply to this letter at all. But that is no excuse for such mismanagement, mishandling, and inefficiency. Perhaps it would be well for you to study other airlines' systems.

If you were oversold, why did you wait until exact departure time to find it out and to remove me from the plane?

Why did your agent call me at 6 p. m., 4 hours before flight time on December 21, to tell me everything was in order?

Why, when I made reservations on a 4-engine, nonstop flight, was I transferred to a later (2 hours and 15 minutes, to be exact) 2-engine, Cincinnati-stop flight?

Could it be that some VIP displaced me? If so, why bother with reservations at all?

Could it be that your coach reservations are less sacred than first class?

I could well understand it if the weather or some such event caused cancellation of the flight. But it is a fact that the plane did leave, that I had reservations for almost a month, and that those reservations were verified and confirmed at least three times.

I make frequent visits to my parents' home in Rome, Ga., and have nearly always flown Delta. However, to borrow a phrase from Westinghouse: You can be sure . . . that from now on I will fly Eastern, and if I have any influence in business or socially, so will my associates.

Very truly yours,

THOMAS J. TUCKER.

I am sending a copy of this letter to Mr. C. E. Woolman who, I am sure, is deeply interested in the operation of your airline.

Mrs. SMITH of Maine. That condemnation of the practice of overselling is not a mere petty, vindictive attitude reserved exclusively for women, as Newsweek would seem to conclude, but, rather, that it is a serious matter, as I have characterized it, is attested to by a letter which I received this morning from the Chairman of the Civil Aeronautics Board. I want to read that letter to the Members of the Senate:

HON. MARGARET CHASE SMITH,
United States Senate,
Washington, D. C.

DEAR MRS. SMITH: In view of the instances of poor airline service which you mentioned at the Appropriations Committee hearing on May 11, we want you to know that the Board's Office of Compliance is investigating airline policies and procedures pertaining to overbooking of flights and the dissemination of flight information to the public.

The sale of more seats than available on flights has been a cause of concern to us for some time. Our staff has opposed and condemned any such practice in discussions and correspondence with airlines against whom complaints have been received. Such situations continue to recur, however. Although it may not be a serious industrywide problem, an investigation was deemed necessary, and therefore was begun several weeks ago.

Our Office of Compliance also has repeatedly emphasized to various airlines the importance of giving the public reliable and timely advice regarding weather conditions or equipment difficulties which may necessitate flight delay or other deviations from sched-

ules. Some carriers have recognized that this is a pressing problem and are working to improve this phase of their service.

We shall be glad to advise you of our findings and any action taken as a result of these investigations.

Sincerely yours,

JAMES R. DUFFEE,
Chairman.

Thus in conclusion I want to say to the Members of the Senate and to the air traveling public that these matters of overselling and dissemination of flight information to the public are being investigated, with the objective of removing as much as possible the objectionable conditions that do presently exist.

If the Senate Appropriations Subcommittee on Commerce has contributed anything to this development, it surely will have performed a valuable service to the American public concurrent with its appropriating duties.

Mr. POTTER obtained the floor.

Mr. HOLLAND. Mr. President, will the Senator from Michigan yield so that I may follow up the able statement made by the Senator from Maine?

Mr. POTTER. I yield.

Mr. HOLLAND. Mr. President, like the Senator from Maine, I was deeply disturbed by the facts which came to our attention from various sources relative to the overselling of space on the airlines and the giving of preferential treatment to passengers, particularly if traveling in groups, and particularly if traveling relatively long distances. I joined the Senator from Maine in the request for an investigation along the lines she has so ably indicated.

I ask unanimous consent to have printed at this point in the RECORD a copy of a letter, dated May 29, which I received from the Chairman of the Civil Aeronautics Board. The letter is in the same vein as the one received by the distinguished Senator from Maine and already placed by her in the RECORD.

There being no objection, the letter was ordered to be printed in the RECORD, as follows:

CIVIL AERONAUTICS BOARD,
Washington, D. C., May 29, 1956.
HON. SPESSARD L. HOLLAND,
United States Senate,
Washington, D. C.

DEAR SENATOR HOLLAND: At the Appropriations Committee on May 11, you expressed an interest in protection of the public from oversale of space by airlines. We, therefore, want you to know that the Board's Office of Compliance is investigating airline policies and procedures pertaining to this problem.

The Board is aware that the airlines do, from time to time, sell more seats than are available and has been concerned about this fact for some time. Our staff has opposed and condemned any such practice in discussions and correspondence with airlines against whom complaints have been received. Such situations continue to recur, however. Although it may not be a serious industrywide problem, an investigation was deemed necessary and was begun several weeks ago.

We shall be glad to advise you of our findings and any action taken as a result of our investigation.

Sincerely yours,

JAMES R. DUFFEE,
Chairman.

Mr. HOLLAND. Mr. President, I should like to say that our committee, in taking note of the failure of both the airlines and the Civil Aeronautics Administration to furnish appropriate weather information to travelers or potential travelers, inserted in our report the following, and now I quote from page 4 of the committee's report:

The committee has been advised of an indifference relative to providing weather information to plane passengers during their waiting periods at airports. The Civil Aeronautics Administration is requested to give attention to this matter and take the necessary steps to effect an improvement in this service to the public.

I call attention to the fact that the committee has taken this action, and to the further fact that in this field there are duties which relate to functions of the Civil Aeronautics Administration and also of the Civil Aeronautics Board. The Civil Aeronautics Board may very properly request further cooperation with the traveling public on the part of the airlines themselves, as a part of their service.

The Civil Aeronautics Administration—heeding, as I hope it will, the request and direction given in the Senate committee's report—will itself make weather information available, particularly at the principal airports throughout the country.

In closing on this point, Mr. President, I wish to say that while of course our country is extremely proud of the progress we have made in civil aviation, and is anxious that the carriers operate successfully and continue in increasing measure to serve the needs of the public, we must never forget, and neither must they ever forget that, unlike other carriers in other fields, they are getting from the Public Treasury a great deal of assistance without which they could not operate. I refer now, not so much to subsidies, because I know that no commercial line which is now receiving subsidies wishes to remain in that position, and that practically all the trunk lines are not now receiving any direct subsidy—but to the fact that in this particular bill we are appropriating \$202,226,000, through the Civil Aeronautics Administration, for the supplying of aid in the construction of airports and better air-navigation facilities and the operation of those facilities and the regulation of air traffic, all of which are necessary adjuncts to the commercial air business. So it may be truthfully said that that great agency in the use of that tremendous amount of money is, in a measure, making possible the successful operation of the civil air lines.

I also call attention to the fact that in this very bill we recommend the appropriation of funds in excess of \$22 million, through the Civil Aeronautics Board, the largest part of which is for paying of direct subsidies to air carriers, and a substantial part of which is for salaries and expenses in carrying out the administrative duties of that body, which has jurisdiction over commercial air travel.

So I hope that both the carriers and the public will equally recognize that the

Congress, while anxious to cooperate with, and to aid in, the continued progress of civil aviation, is also expecting civil aviation, commercial aviation, to adhere to the highest standards of public service, and that in its quick growth, we hope it will not be unmindful of the fact that sometimes it has not been sufficiently careful in observing the highest standards of service for the convenience of the traveling public.

Mr. POTTER. Mr. President, to the committee amendment on page 2, in line 17, I submit the amendment which I send to the desk and ask to have stated.

The PRESIDENT pro tempore. The amendment of the Senator from Michigan to the committee amendment will be stated.

The CHIEF CLERK. In the committee amendment on page 2, in line 17, it is proposed to strike out "\$7,475,000" and insert in lieu thereof "\$7,575,000."

Mr. POTTER. First, Mr. President, I should like to pay tribute to my distinguished colleagues, both the chairman of our subcommittee, the Senator from Florida [Mr. HOLLAND], and the ranking minority member, the Senator from Maine [Mrs. SMITH], for their leadership, their knowledge of the items which came before the subcommittee, and also for their genuine interest in bringing as good a bill as possible to the Senate. The work with respect to which they assumed leadership resulted in a bill which was accepted by the full committee without change.

At the time the bill was under consideration, when the subcommittee of which I am a member marked up the appropriation bill, we increased the item for the Bureau of the Census by \$62,000 for salaries and expenses. Since that time it has come to my attention that even though an increase of \$62,000 was made, a very vital item has been excluded. I refer to the item for the publication known as County Business Patterns. That is the purpose of the amendment which I have offered. I have discussed the amendment with the subcommittee chairman and the ranking minority member of the subcommittee [Mrs. SMITH of Maine], and they have agreed to take the item to conference.

County Business Patterns is a publication which is particularly valuable to small business people throughout the country. It is used extensively by the small business people who do not have the personnel necessary to provide for themselves the statistical data which they need. Many large business organizations have the necessary personnel. County Business Patterns provides the only comprehensive coverage and information available from any source with respect to agricultural services, forestry, fisheries, mining, contract construction, manufacturing, public utilities, wholesale trade, retail trade, finance, insurance and real estate, services, and many other items. These data are used widely throughout the country in setting sales quotas, sales manpower, distribution, estimating potential markets by industry classifications, and measuring regional industrial growth for all major industries. I am delighted that the

chairman and the ranking Republican member of the subcommittee have agreed to accept this amendment. It will prove of great benefit to small business.

Mr. HOLLAND. Mr. President, the distinguished ranking minority member, the Senator from Maine [Mrs. SMITH] and I have agreed to take this item to conference, for one reason only, and that is that it is not clear—at least to me—as to how far the \$90,000 allowed would go in carrying out the necessary functioning of the agency in the field to which the Senator has referred. The additional \$100,000, which would bring the total to \$190,000, would give us sufficient latitude to make certain in the conference that the necessitous part of this function, which has to do with the compilation of old-age and survivors insurance benefit information, may be provided, in order that information compiled on that subject may be made available.

Mr. POTTER. I thank the Senator for accepting the amendment. It is my understanding that it would cost an additional \$100,000, but I am sure the Senator from Florida, in conference, will be able to determine the exact cost of the publication, a copy of which I hold in my hand, and which is so valuable. The main interest is to make sure that the publication County Business Patterns shall continue.

Mr. BARRETT. Mr. President, will the Senator from Florida yield to me?

Mr. HOLLAND. The Senator from Michigan [Mr. POTTER] has the floor.

Mr. BARRETT. I desire to address a question to the Senator from Florida. I have received complaints from my State with reference to the public-relations activities of some few employees of the Civil Aeronautics Administration. The complaint seems to be that some of the employees at our stations do not feel that they can give information to the general public with reference to weather conditions. It seems as though pilots on occasion have been unable to get such information from such employees.

The point with respect to which I wish to inquire specifically is this: Is there any intention on the part of the committee to prevent the employees of the Civil Aeronautics Administration from giving information to the public, even though it might not be strictly within the scope of their duties, provided it does not interfere with their work?

Mr. HOLLAND. Mr. President, if the Senator will yield to me, that particular phase of the activities of the Civil Aeronautics Administration did not, so far as I can recall, come before our committee. However, we did hear complaints of indifference in connection with furnishing weather information to travelers and potential travelers. Before the Senator entered the Chamber, I stated for the RECORD that we had inserted in our report a paragraph requesting the Civil Aeronautics Administration "to give attention to this matter and take the necessary steps to effect an improvement in this service to the public."

As to the propriety of giving information directly to the public, it seems to me

that a great deal would depend upon the legislation covering the Civil Aeronautics Administration. The legislative committee which has jurisdiction of that field would be better able to determine that point. The Senator from Florida regrets to say to his friend that he does not recall with sufficient accuracy the details of the authorizing legislation to be able to state whether it is the proper function of the Civil Aeronautics Administration to give out directly to every inquirer information which it has collected from its stations.

We shall be glad to address an inquiry on that subject to the Civil Aeronautics Administration. I hope the distinguished Senator will likewise lodge a request with the appropriate legislative committee. Perhaps in one place or another he can obtain an early and clear answer to his very pertinent question.

Certainly private pilots should come within the classification of persons to whom all information developed at the Civil Aeronautics Administration observation stations should be made available. In the opinion of the Senator from Florida, that would seem to be reasonable. Of course, the limits of the responsibility of the Civil Aeronautics Administration are fixed by the legislation under which it was created. As to the details of that legislation, I am unable at this time to advise the distinguished Senator.

The PRESIDENT pro tempore. The question is on agreeing to the amendment offered by the Senator from Michigan [Mr. POTTER].

The Chair thought that if there were no objection to the amendment it might be disposed of at this time.

Mr. BARRETT. I have no objection, if it is desired to dispose of the amendment at this time.

The PRESIDENT pro tempore. The question is on agreeing to the amendment offered by the Senator from Michigan [Mr. POTTER].

The amendment was agreed to.

Mr. BARRETT. Mr. President, I wish to say to the distinguished Senator from Florida that I appreciate his remarks. However, I am certain there is nothing in the act itself which would authorize the Civil Aeronautics Administration to give this information to the general public. By the same token, it seems to me that the Appropriations Committee, as well as the appropriate legislative committee, would be justified in asking the Civil Aeronautics Administration to extend this information to pilots and to the general public, provided, of course, it does not interfere with their activities in the management of a station.

I will say to my colleague that my information is that in some few cases they have refused to do that very thing. I believe it is not in the public interest to refuse to do it. I do not believe they are justified in taking that position, although, as a strict matter of law perhaps they could very well say, "We will not do it because it is something we are not required to do."

Mr. HOLLAND. Mr. President, on this point I should be very happy to act for the committee in requesting immedi-

ate information and immediate response to any questions which the Senator will reduce to writing in this field, so that we can find out what the official attitude of the Civil Aeronautics Administration is.

I can easily see with reference to private pilots, if they should be taking off from a field where there is a station and where there are control facilities, of course they would be furnished information and would be subject to instructions that were given. However, I realize there are many fields where there do not exist right on the field itself the facilities for the control system, and I am not sure to what class of cases the Senator is referring. If he will give us a clear statement on the matter we will be very glad to assist him in any way we can.

Mr. BARRETT. I will do so. I appreciate the Senator's suggestion.

Mr. FLANDERS. Mr. President, I should like to call up my amendment to the pending bill.

The PRESIDENT pro tempore. The Secretary will state the amendment.

The CHIEF CLERK. On page 9, line 7, it is proposed to strike out "\$900,000" and insert in lieu thereof "\$1,200,000."

Mr. FLANDERS. Mr. President, I am a member of the Joint Economic Committee. That committee is perhaps one of the largest users of the kind of information which is called for by the appropriation on page 9, line 7. The joint committee is by no means the only user of such information. It is pertinent to the operations of many of the committees of the Senate. We do, however, stand in the unique position of being responsible for using all of the elements of economic statistics with reference to production and labor and monetary considerations, and for working them together into a report on the entire problem of maintaining production and employment.

I regret that the reduction in the item seemed wise to the appropriation committee, not merely from the standpoint of the budget request, but from the amount used last year.

Very briefly, I should like to refer to the uses to which the added amount of \$240,000 proposed by my amendment would be put. Fifty-five thousand dollars of it would be used for information on the rate at which consumers are spending their income for food, shelter, and other items in the family budget.

A second item calls for an additional \$95,000 for information as to the rate at which manufacturers or other businessmen are investing in factories and machinery with which to produce the larger national output we shall have in the coming years.

Our population is growing very rapidly indeed, and the reason for expanding production is twofold: One because of the increase in population, and the other because of the increase in the standard of living.

While there are reports privately obtained as to the intentions of business, it is important that we have a report also as to the actual expenditures, to determine whether the rate of investment is sufficient, or low, or exaggerated, or too optimistic.

The next item is \$70,000 for information on the rate at which unsold inventories are piling up in factories and warehouses. Such experience as I have had in the matter of business cycles and the ups and downs of business leads me to believe that this is an exceedingly important item—one about which we cannot afford to have any wrong ideas or insufficient information. The question of inventories, and their disposal, is a primary basis of judgment as to whether business is going to decline or increase.

Then there is also \$20,000 which would be applied to information on the rate at which businesses are failing and new businesses are being established.

It seems to me that the full amount asked for in the budget is justified. In view of the uncertainties which many people are pointing to with reference to the next year or two, I feel very strongly that the committee should be willing to accept some addition to what it has voted and reported to the Senate. Therefore I ask for the \$240,000 additional, to bring it up to the amount requested by the Budget Bureau.

Mr. SPARKMAN. Mr. President, will the Senator yield?

Mr. FLANDERS. I yield.

Mr. SPARKMAN. Is it not true that the increase of \$240,000, requested by the Bureau of the Budget, as I recall, was strongly backed by every agency that appeared before the Joint Economic Committee; and, in fact, did not many of them point out to us that, because of the lack of these very statistics, it was very difficult, with any degree of accuracy, to reach a decision as to what the economic position was?

Mr. FLANDERS. I will say to the Senator from Alabama that it is my recollection—and he can correct me if I am wrong in my recollection—that the United States Chamber of Commerce is particularly anxious to have the larger appropriation made.

Mr. SPARKMAN. The Senator from Vermont is exactly right. The United States Chamber of Commerce pointed out this lack, and strongly urged that Congress make up this deficiency.

I should like to ask the Senator from Vermont another question. Of course, he is familiar, as I suppose every other Member of the Senate is, with the monthly publication called Economic Indicators, which is published under the sponsorship of the joint committee. It contains each month a wealth of material. Is it not true that this material is based on just such studies as we are trying to provide, but with respect to which we are not able to get accurate estimates and accurate forecasts because of a deficiency in this respect?

Mr. FLANDERS. Mr. President, I feel that it is exceedingly important that that publication, which goes to all Senators and which I know some Senators use, should be accurate. I am not at all sure that the available amounts cover anything more than what a previous speaker referred to in another connection as "educated guesses." We want something better than that if we are concerned with the maintenance of production and employment.

Mr. DOUGLAS. Mr. President, will the Senator from Vermont yield?

Mr. FLANDERS. I gladly yield.

Mr. DOUGLAS. I think I should warn the Senator from Vermont that he is in danger of being accused of being a prophet of gloom because he made the statement that there was some uncertainty about the business outlook. I wish to warn him that if he keeps on that course, the chairman of the Republican National Committee, Mr. Leonard Hall, will shortly accuse him of being a prophet of doom and gloom, and that the Honorable JOSEPH W. MARTIN, of Massachusetts, may well go to Philadelphia and accuse him of being 1 of the 4 horsemen of the Apocalypse.

So I wish to warn my friend of the grave danger he is running, because very shortly the orators will take to the stump and say that everything is booming except the guns, and that we dwell in a land of milk and honey. So my good friend, in pursuing his scientific inquiries, may find himself up against the hard pressure of political conformity. I have great respect for the character of the Senator from Vermont, and I do not wish to have him speak unwittingly in view of the terrific barrage of gas and machine-gun fire which may shortly open up upon him.

Mr. FLANDERS. I may say to my friend from Illinois that I shall read with great interest the report of what I said, because it is my strong impression that I said "There are those who question."

Mr. DOUGLAS. The Senator has an escape hatch.

The Senator has preserved his standing in the church and probably will not be accused by Mr. Hall and the others. I am glad he has sufficient foresight to protect himself against the defamation which otherwise would fall upon his head.

Mr. President, I wish to congratulate the Senator from Florida on his excellent work for the committee, but I wish to invite attention to certain items.

We often hear from business sources in complaints that the subsidies to small farmers and welfare organizations are excessive and are bankrupting the country. I am sure these complaints are made in good faith, but I think it is important to realize the subsidies which are contained in this appropriation bill.

There is a direct subsidy to the airlines of \$17,400,000, about which I shall speak in more detail in a moment.

There are direct subsidies to ship construction firms of \$108,880,000, which the committee increased by \$54 million over the appropriation by the House.

There is another subsidy of \$124,000,000 for the operation of ships. So, if we take these direct subsidies into account, there is a total of \$250.2 million in this bill.

In addition to that, there are indirect subsidies for the CAA, as the Senator from Florida pointed out, for operation and regulation and for the establishment of air navigation facilities, which total \$168,608,000, and a further appropriation of \$30 million in grants-in-aid to airports.

So there is a total of \$448.8 million which I think could quite correctly be called subsidies to business.

When we remember, Mr. President, that the Post Office bill also contained huge subsidies, there is a very large total. Virtually the entire deficit of the Post Office Department is on second-, third-, and fourth-class mail. It used to be true that first-class mail more than paid its way. I am not quite certain of the definite figures, but certainly it almost pays its own way now. But the big deficit comes from carrying newspapers, magazines, and second-class matter at very much less than the cost which they occasion the Government.

There is also a large deficit on third class mail, the unsealed advertising matter which we receive in such profusion in our mail, most of which is discarded thrown into the wastebasket.

There is, furthermore, a subsidy on fourth class mail or parcel post, although that subsidy is diminishing.

From figures which I have seen I have strongly believed that the allowances for the transportation of mail on railroads are in excess of what they should be, and that, therefore, there is a hidden subsidy contained in these items as well.

We find the totals running into the hundreds of millions of dollars. If all these items were tabulated, the total would probably not be far from a billion dollars a year in subsidies to business. In addition to this there are a great many other subsidies which receive little opposition from those who object to those for the small farmers or for human welfare. In particular I should mention the just tax writeoff for businesses, the direct subsidy to United States Steel for deepening the Delaware River, the interest-free money for reclamation projects, the tariffs which subsidize business, the 107 percent of parity payments on wool, and the subsidies received by the big sugar and sugar beet growers. I always find it amazing that some of those complain most vehemently about subsidies to the little fellow seldom complain about those which they receive themselves.

For the moment I am not going to object to these but I do not think it unfair to point out these business subsidies exist.

If I may turn to the subject of subsidies for airlines, the figures this year are a great improvement over those of last year. Last year the committee, as I remember it, recommended appropriations of approximately \$60 million. At that time the Senator from Delaware and I both said those subsidies were, in our judgment excessive and that they should be reduced.

Mr. HOLLAND. Mr. President, will the Senator from Illinois yield?

Mr. DOUGLAS. I shall be very glad to yield.

Mr. HOLLAND. I happen to recall the exact amounts which I know the Senator wishes to have in the RECORD.

The budget request for CAB subsidies was \$63 million. The amount recommended by the Senate committee and approved by the Senate was \$55 million. The amount coming out of the conference was \$52½ million.

Mr. DOUGLAS. I thank the Senator from Florida. In my opinion, these sums were excessive. I think no one would object if I pointed out that in practice these funds were not spent and that a very considerable carryover of some \$22 million is available for the coming year.

I wish to have the RECORD show that the criticism which I advanced last year has largely been borne out by developments.

I think the CAB has made an honest effort during the past year to reduce the amount of the subsidies and to bring them into manageable proportions. I am very glad that Northwest Airlines, for example, is now off subsidies, as I understand it, and is supporting itself. I think they deserve much credit for what they have done.

Mr. HUMPHREY. Mr. President, will the Senator yield?

Mr. DOUGLAS. I yield.

Mr. HUMPHREY. Not only is Northwest Airlines off the subsidy list; but later today I shall comment concerning the manner in which the Northwest Airlines application for a transpacific route has been handled. The one transpacific line which is off-subsidy is being denied an opportunity for a decent route; while the Pan-Am Line is apparently meeting with much more favorable treatment.

I have merely interrupted the Senator's comments to note this, because I was just examining some material I have prepared on this particular case.

Mr. DOUGLAS. I thank the Senator from Minnesota. In times past, I have been very critical of the management of Northwest Airlines, but I pay tribute to them for getting off the subsidy list and for trying to reduce their costs and to make of themselves an enterprise which can stand on its own feet. Northwest Airlines deserves much credit.

When I have been critical of the airlines in the past, I think I should place them on a roll of honor in the future. I only wish that some of the other airlines, which seem to enjoy great favors from the CAB, could show a similar record.

I think possibly the discussion on the floor last year about the subsidies has had an effect upon the CAB. I know the chairman of the subcommittee has been working in this direction, too. It indicates, I believe, that discussions on items in the appropriation bills, instead of being acts of heresy, frequently have a salutary effect.

I think we have galvanized the General Accounting Office into a more detailed audit of the expenditures of the airlines. I hope we can continue in that direction. I think we have galvanized the CAB into taking more decisive action. I hope they will continue with their good work and will do still more. I wish to assure them that the eyes of the Senate and of the country are still upon them.

Mr. HOLLAND. First, I express my very great appreciation for the kind, cordial, and constructive remarks made by my friend, the distinguished Senator from Illinois. I would be the first to admit that I think good has resulted

from the facts which he presented the last year. I think he has been very generous, likewise, in giving credit, where credit is due, to the former chairman of the CAB.

Mr. DOUGLAS. And to the subcommittee and to its chairman.

Mr. HOLLAND. I thank the distinguished Senator. Particularly do I thank him for that reference. But I was thinking, in the first instance, of other than legislative agencies.

The CAB has done outstanding work in the past year, in my opinion. The General Accounting Office has completed an audit which was in the course of preparation last year during the debate, and has published it and furnished it to the Senate. It throws a very great light upon many of the practices, some of which are completely approved, and some of which are diverted into different channels.

I think that good has resulted from the debate of last year and from the consequently greater effort which has been noted on the part of the regulatory agencies.

The commerce subcommittee of the Committee on Appropriations, charged with this particular duty, has also been particularly anxious to bring out all the facts on matters which were called in question last year. For instance, last year not only was the General Accounting Office requested to supply information relative to the hotel operating activities, which information, I believe, was made available at that time, but also the same request was made again this year for such information, and Senators will find it printed in the record, in the report of the General Accounting Office, which, after all, is the arm of Congress in this field with reference to that particular operation.

We also requested specific light on the question of the progress made in the application of the offset decision. Senators may remember that it was stated in the debate last year that the then new chairman of the CAB, Chairman Rizley, now, I believe, a Federal judge, was appointed with particular reference to the fact that he had been one of counsel for the Government in the successful effort of the Government to have the offset principle allowed by the courts—and it had been allowed. Chairman Rizley was charged with the specific duty, among others, of making certain that the offset principle was placed in action with reference to the accounts of the carriers which were affected thereby. That has been done.

Senators will discover that the only items still remaining for discussion, for liquidation, and perhaps for litigation, total, as I recall, approximately only \$8,600,000. I am speaking, now, of old, hangover items.

The affairs of the CAB have been placed on a much more current basis. Of course, I think Congress is entitled to some credit for that, aside from the bringing out of the discussions on the floor, because the CAB last year was given a substantial personnel increase to aid them in the tremendous volume of accounting and clerical work which had

accumulated over the years. The affairs of the CAB are now in much better shape. The affairs of the carriers generally, I think—and I know of no exception—seem to be well understood by the CAB. I believe they are being well handled by the CAB.

The General Accounting Office was also asked to give the committee its opinion upon the treatment of certain capital gains items which appeared in the accounts of one or more of the large carriers. Senators will find in the RECORD the information furnished by the General Accounting Office in that field, which indicated that the operations today by the carriers and CAB in that field have been approved by the General Accounting Office, and, furthermore, have been approved by the Federal courts. So the operation is following the course as laid down and approved by the courts in a particular case.

Mr. DOUGLAS. Mr. President, will the Senator yield?

Mr. HOLLAND. I yield.

Mr. DOUGLAS. In order that the RECORD may be clear, is it not true that instead of the \$63,000,000, which the CAB asked for last year, this year they asked for only \$20 million, and the committee has now reduced that amount to \$17,400,000?

Mr. HOLLAND. The Senator from Illinois is correct. I am glad that that kind of cut has been made possible. I think, though, that the Senate and the public in general should know that we cannot expect a reduction to that level in subsequent years, because the heavy carryover which has resulted from the accentuated operation in the cleaning up of old troubles in this year will not take place next year; and the member of the staff who is most conversant with the operations estimates that the CAB next year will probably be back on a level of operations of \$35 million, or \$40 million.

Mr. DOUGLAS. I hope they can do still better than that.

Mr. HOLLAND. I hope so; but I think, in fairness to the CAB and the carriers, we should realize that it is not at all certain—in fact, I think it is almost certainly not true—that the present level shown in the appropriation bill can be maintained, because nothing but the carryover of a very large unexpended balance makes possible the reduction to the amount shown this year.

I shall make one more observation in this field, other than to express my very great gratitude to the Senator from Illinois. I am very much pleased that the CAB, the Maritime Administration, and the CAA all show a disposition to comply with the request of the Senate Appropriations Committee; that they play their full hand when they make their annual request; and that we know what their business is estimated to be for the year, so that they will not continue to come back to Congress with requests for deficiency and supplemental appropriations, which make it very difficult to follow their operations. Not only have they acceded to that request this year—and it may be remembered that two of the agencies did not have any requests in the supplemental bill which was con-

sidered by the Senate the other day—but also—and this pleases me more—the thinking of the able committee at the other end of the Capitol, which handles the same work as our committee, is much more nearly identical with ours. Senators will find, for instance, that the appropriation allowed by the able committee handling this appropriation at the other end of the Capitol on the item for public roads covers almost the entire asking for the year, without requiring a large supplemental amount to be appropriated next spring.

Likewise, in the case of the Maritime Administration appropriations, whereas last year we had to be in the invidious position of stepping up a greatly reduced appropriation coming to us, we did not have to be quite that kind in the operating differential field.

So, too, in the field of improved installations for the Civil Aeronautics Administration, it pleased me greatly to know that the two committees of both Houses were viewing the matter apparently alike—that we should speed the program, which I believe is a 5-year program, now under way for the installation of modern facilities. It was felt that we should keep up with the program, and both Houses are apparently moving in that direction without any difference of opinion.

I am glad to report that to the Senate, because I think that is as notable an improvement as is the change in performance on the part of the administrative agencies.

Mr. HUMPHREY. Mr. President, will the Senator yield?

Mr. HOLLAND. I yield.

Mr. HUMPHREY. May I find out from the Senator whether the appropriations in the bill for the Civil Aeronautics Administration will be adequate to maintain and sustain the existing control towers at our civilian airports?

Mr. HOLLAND. Yes, it will. The Senator will recall that last year a suggestion was made for cutting out quite a number of those installations.

Mr. HUMPHREY. About 17.

Mr. HOLLAND. Or 19; whatever it was. There is no such effort this year.

There were several small intermediate landing fields which were proposed to be discontinued. I believe that item involved \$108,000. The CAA said they were no longer needed, but the Senate committee was ultraconservative in that field. The judgment of the fund committee, which is always better than the judgment of any one Senator, was that there should be some delay in this field, and we declined to permit that one step of retrenchment suggested by the Civil Aeronautics Administrator. I think we all agree that if even one life is saved thereby, the \$108,000 will be well spent.

Mr. HUMPHREY. My reason for asking the question in reference to the control towers is that the Senator from Florida may recall that about 2 years ago there was a definite intention to close down the control tower at Duluth, Minn., where there is also a military installation. Needless to say, the mayor and the city council, the governing body of that community, were greatly disturbed, because there had already been 2 or 3

accidents because of bad weather conditions. I wanted to make sure that we would not be faced with that threat again this year.

Mr. HOLLAND. I will say to my distinguished friend that there is no threat in that field. To the contrary, there is no recommendation from the Bureau of the Budget or the CAA itself for discontinuance of installations of that kind.

Mr. HUMPHREY. I thank the Senator, and commend him for the hard work he has done on the bill.

Mr. HOLLAND. Mr. President, I should now like to address myself to the Senator from Vermont.

Mr. LANDERS. I was about to ask if the Senator would do that. I hope the Senator's remarks will be friendly, and that he will accept the amendment I have offered.

Mr. HOLLAND. Certainly the Senator is 50 percent right. My comments will be extremely friendly. The Senator from Florida is unable to grant the request of the Senator from Vermont. He has had to refuse similar requests from the Senator from Illinois, the Senator from Alabama, the Senator from Maine, and I believe another Senator, whose amendment was not called up.

The Senator from Florida will simply have to say to his friend from Vermont that the committee took the invidious position of restoring \$63,563,000 net. The actual restoration was in excess of the \$64 million cut made by the House. However, the committee did that in a selective way, and restored those items which seemed to be highly necessitous.

The objectives so ably advanced by the Senator from Vermont were not in that necessitous category, or at least they were not necessitous in the opinion of the 23 members of the committee, who unanimously approved the report.

As I have had to say to other distinguished friends, two things might be done. It has been mentioned that there is a difference of \$100,000 in amount which will be in conference between the Senate and the House. I shall be a conferee, and other Members of the Senate will be conferees. I am sure if the Senator will address to us letters, setting forth the complete nature of the activities which are embraced in his amendment, we shall be glad to give the fullest and most sympathetic consideration to anything he may suggest to us in that field.

Aside from that, the Senator from Vermont probably knows that a supplemental appropriation bill is in the making, and if he has any requests which are necessitous, he will at least be given a chance to be heard again on a request which he may make without insisting upon having the selection made on the floor.

Since the Senator from Vermont was not on the floor at the time, I think the Senator from Florida should advise the Senator from Vermont that he did accept one amendment, with the concurrence of the Senator from Maine, the ranking minority member. But the reason for that was that we were not sure whether the amount allowed for the objective was fully cared for, and we agreed

to take to conference an item involving \$100,000, so we would be sure to be able to work it out, without leading the offerer of the amendment to any belief that it would be retained in conference.

No such question presented itself—at least I know of no such question—in the proposals of my distinguished friends from Alabama, Illinois, and Maine, in connection with the same type of work which the Senator from Vermont seeks to advance by his amendment. The matter may be pursued either by taking it to conference or as a supplementary budget item. I hope the Senator from Vermont will not insist on the item. Otherwise the Senate may have to wait until next Monday before it can pass on it.

Mr. FLANDERS. I thank the Senator from Florida, who has made 50 percent of my request effective. The Senator referred to an item of \$100,000.

Mr. HOLLAND. The \$100,000 item will go to conference.

Mr. FLANDERS. So at least an item of \$100,000 will be in conference. Is that correct?

Mr. HOLLAND. It will.

Mr. FLANDERS. I bespeak the distinguished Senator for withdrawing the know will continue, and perhaps some recognition of the point of view I have tried to express, when the Senator becomes a member of the conference committee on the bill.

Mr. HOLLAND. I thank the distinguished Senator from withdrawing his amendment, if that is what he has done.

Mr. FLANDERS. I have.

Mr. HOLLAND. If he had carried his persuasion before the committee, I have no doubt the committee would have been more generous in passing on the item than it was, because it is exceedingly difficult for me, even under the conditions I have related, to refrain from granting the request of the Senator from Vermont.

Mr. FLANDERS. May I add that I have a very keen appreciation, not merely of the work which the Senator from Florida is doing, which I have reason always to appreciate, but also of this whole process of going through appropriation bills, which I think is one of the cruelest tasks which any Senator faces.

Why any Member of the Senate should wish to serve on the Appropriations Committee is beyond my understanding. However, I am glad that the distinguished Senator from Florida [Mr. HOLLAND] and the distinguished Senator from Maine [Mrs. SMITH] are members of it.

Mr. HOLLAND. I thank the Senator from Vermont for his kindness.

Mr. FLANDERS. Mr. President, I withdraw my amendment.

The PRESIDENT pro tempore. The amendment of the Senator from Vermont is withdrawn.

The bill is open to further amendment.

Mr. HOLLAND. Mr. President—

Mr. LEHMAN. Mr. President, will the Senator from Florida yield for a question?

Mr. HOLLAND. I yield.

Mr. LEHMAN. On yesterday and today I have received a number of telegrams about the pending appropriation bill. In that connection, I should like to request certain information from the Senator from Florida.

One of the telegrams reads as follows:

BROOKLYN, N. Y., May 29, 1956.
Hon. HERBERT H. LEHMAN,
Senate Office Building,
Washington, D. C.:

Administration has requested appropriation of \$1.8 million to conduct national housing inventory. One million dollars was approved by House committee, but has been denied by Senate committee. This study is designed to update 1950 housing census and will be conducted in 35 metropolitan areas, including New York. Continuing heavy housing production since 1950 creates necessity of determining whether this production truly meets the needs of broadest possible segment of our population. On Thursday a resolution approving the administration request will be offered from floor of Senate. I strongly urge your support of it when presented.

GEORGE C. JOHNSON,
President, the Dime Savings Bank
of Brooklyn.

I am advised by the staff that this question was raised on the floor of the Senate, and that the committee agreed to restore to the bill a certain amount. I am not sure what the amount was.

Mr. HOLLAND. Mr. President, I appreciate the concern of the distinguished Senator from New York. The ranking minority member of the appropriations subcommittee, the distinguished Senator from Maine [Mrs. SMITH] and the chairman of the subcommittee, with the concurrence of other members who could be contacted, agreed to restore to the bill \$650,000, which is the portion of the \$1,800,000 which was proposed to be spent in a national effort on a 2 percent sampling basis, to check upon the homes and dwellings throughout the Nation, in order to bring up to date to that extent the information already contained in so voluminous a way in the 1950 Census.

We did not agree to restore to the bill other parts of the item; but I think the Senator from New York will realize why that was our view. The full committee had declined to include any of the \$1,800,000, because at that time we understood all of it was to be spent only in selected cities; and a study of that sort would not extend widely enough to cover some of the fastest growing and most widely developed cities in the Nation. For instance, Buffalo, N. Y., was not included in the action taken by the House, although apparently Buffalo is a very rapidly growing city, located in a very rapidly growing area, because we received many requests for its inclusion. Similarly, Miami, Fla., was not included; Dallas and Houston, Tex., were not included; San Diego, Calif., was not included; various other rapidly growing cities were not included. The best which could be said of the program was that it offered relief in a few places. But we felt that was not the national approach which should be made.

When we found that \$650,000 could be used to bring up to date the national statistics, on a national basis, we ap-

proved that. So, with the approval of the distinguished Senator from Maine [Mrs. SMITH], the Senator from Illinois [Mr. DOUGLAS], the Senator from Alabama [Mr. SPARKMAN], and myself, that amendment was accepted; and I am sure it will remain in the bill, because it is within the action taken by the House of Representatives.

Mr. LEHMAN. I thank the Senator from Florida very much indeed.

Mr. President, will the Senator from Florida yield further to me?

Mr. HOLLAND. I yield.

Mr. LEHMAN. I ask unanimous consent that the several other telegrams I have received on the subject just under discussion be printed at this point in the body of the RECORD, as a part of my remarks.

There being no objection, the telegrams were ordered to be printed in the RECORD, as follows:

NEW YORK, N. Y., May 28, 1956.
Hon. HERBERT H. LEHMAN,
United States Senate,
Washington, D. C.:

The section of Bureau of Census appropriation for national housing inventory has been deleted by Senate Appropriations Committee. This housing information is vital to planning and housing activities in the city and metropolitan region. Strongly urge your support of reinstatement of this section on floor of Senate.

JAMES FELT,
Chairman, City Planning Commission.

NEW YORK, N. Y., May 28, 1956.
Senator HERBERT H. LEHMAN,
Senate Office Building,
Washington, D. C.:

Urge you to vote for restoration of funds for national housing inventory in appropriation bill for Census Bureau.

J. CLARENCE DAVIS, Jr.,
President, Citizens Housing and
Planning Council.

NEW YORK, N. Y., May 25, 1956.
Hon. HERBERT H. LEHMAN,
Senate Office Building,
Washington, D. C.:

An inventory of housing in metropolitan areas urgently needed for proper planning to meet housing needs. On behalf of Welfare and Health Council of New York City respectfully urge restoration of funds for national housing inventory in Census Bureau appropriation for current fiscal year. Also recommend that original request for \$1.8 million be appropriated.

J. DONALD KINGSLEY,
Executive Director.

NEW YORK, N. Y., May 25, 1956.
Senator HERBERT H. LEHMAN,
Senate Office Building,
Washington, D. C.:

We urge that you vote to restore \$1,800,000 to Census Bureau appropriation, for vitally needed national housing inventory.

FRANCES LEVENSON,
Director, National Committee Against
Discrimination in Housing.

WASHINGTON, D. C., May 29, 1956.
The Honorable HERBERT H. LEHMAN,
Senate Office Building,
Washington, D. C.:

The following telegram sent today all members Senate Appropriations Committee: "The National Association of Home Builders and its 260 affiliated local and State associations urgently ask restoration by the Senate of the President's request for an ap-

propriation for a national housing inventory by the Census Bureau (H. R. 10899, title I, Bureau of the Census). Following a period of unprecedented national expansion and growth, the Government and the industry itself are severely handicapped in having to rely on the now inadequate and outmoded statistics of the 1950 census. There is a pressing need for current data to insure sound decision making in housing matters. The Federal Government alone is in a position to make this survey and inventory.

"We respectfully urge your support for restoration.

JOHN M. DICKERMAN,
Executive Director, National Association of Home Builders.

Mr. LEHMAN. I thank the Senator from Florida.

Mr. HOLLAND. I thank the Senator from New York.

The PRESIDENT pro tempore. The bill is open to further amendment.

If there be no further amendment to be proposed, the question is on the engrossment of the amendments and the third reading of the bill.

The amendments were ordered to be engrossed, and the bill to be read a third time.

The bill was read the third time.

The PRESIDENT pro tempore. The bill having been read the third time, the question is, Shall it pass?

The bill (H. R. 10899) was passed.

Mr. HOLLAND. Mr. President, I move that the Senate insist upon its amendments, request a conference thereon with the House of Representatives, and that the President pro tempore appoint the conferees on the part of the Senate.

The motion was agreed to; and the President pro tempore appointed Mr. HOLLAND, Mr. ELLENDER, Mr. MAGNUSON, Mr. STENNIS, Mrs. SMITH of Maine, Mr. BRIDGES, and Mr. KNOWLAND conferees on the part of the Senate.

INCREASE OF MINIMUM POSTAL SAVINGS DEPOSIT

Mr. SMATHERS. Mr. President, I move that the Senate proceed to the consideration of Calendar No. 2087, Senate bill 1873.

The PRESIDENT pro tempore. The bill will be stated by title, for the information of the Senate.

The LEGISLATIVE CLERK. A bill (S. 1873) to increase the minimum postal savings deposit, and for other purposes.

The PRESIDENT pro tempore. The question is on agreeing to the motion of the Senator from Florida.

The motion was agreed to; and the Senate proceeded to consider the bill (S. 1873) to increase the minimum postal savings deposit, and for other purposes.

Mr. SMATHERS. Mr. President, I announce that it is the intention of the acting majority leader not to have the Senate proceed further with this bill today, but, instead, to have the bill considered further on Monday.

Mr. President—

The PRESIDENT pro tempore. The Senator from Florida has the floor.

ORDER FOR ADJOURNMENT TO MONDAY

Mr. SMATHERS. Mr. President, I ask unanimous consent that when the

Senate concludes its business today, it stand in adjournment until Monday next, at 12 o'clock noon.

The PRESIDENT pro tempore. Is there objection? Without objection, it is so ordered.

AUTHORIZATION FOR COMMITTEE ON APPROPRIATIONS TO FILE REPORTS DURING ADJOURNMENT PERIOD

Mr. SMATHERS. Mr. President, I ask unanimous consent that the appropriations Committee be permitted to file reports during the adjournment of the Senate following today's session.

The PRESIDENT pro tempore. Without objection, it is so ordered.

ORDER DISPENSING WITH CALL OF THE CALENDAR ON MONDAY

Mr. SMATHERS. Mr. President, I ask unanimous consent that on Monday next, the call of the calendar under rule VIII be dispensed with.

The PRESIDENT pro tempore. Without objection, it is so ordered.

AUTHORIZATION TO SIGN ENROLLED BILLS

Mr. SMATHERS. Mr. President, I ask unanimous consent that the President pro tempore be authorized to sign enrolled bills during the adjournment of the Senate following the completion of its business today.

The PRESIDENT pro tempore. Without objection, it is so ordered.

ANNOUNCEMENT REGARDING CONSIDERATION OF BILL AMENDING THE SOCIAL SECURITY ACT

Mr. SMATHERS. Mr. President, for the information of the Senate, I should like to announce that a number of Senators have been requesting information as to when the bill amending the Social Security Act will be considered by the Senate. The best information we can give at this time is that there will be no opportunity to consider that measure before Wednesday or Thursday of next week. There has been some delay in the printing of the report on the bill. However, the bill will be brought up for consideration on the floor of the Senate as soon as the printing has been taken care of.

PRINTING AS SENATE DOCUMENT OF REPORT ON RENEGOTIATION BY JOINT COMMITTEE ON INTERNAL REVENUE TAXATION (S. DOC. NO. 126)

The PRESIDENT pro tempore. The Chair lays before the Senate the report of the Joint Committee on Internal Revenue Taxation, relating to renegotiation. Without objection, the report will be printed as a Senate document.

PROGRAM FOR MONDAY

Mr. SMATHERS. Mr. President, I announce for the information of Senators that it is possible that on Monday the

Senate will consider Calendar No. 2060, House bill 8225, a bill to authorize the addition of certain lands to the Pipestone National Monument in the State of Minnesota; Calendar No. 2061, House bill 9822, a bill to provide for the establishment of a trout hatchery on the Davidson River in the Pisgah National Forest in North Carolina; Calendar No. 2076, House bill 6376, a bill to provide for the hospitalization and care of the mentally ill of Alaska, and for other purposes; Senate bill 3920, a bill to authorize the partition or sale of inherited interests in allotted lands in the Tulalip Reservation, Wash., and for other purposes, reported today without amendment; and Calendar No. 2058, House bill 3255, a bill to amend the Classification Act of 1949 to preserve the rates of compensation of certain officers and employees.

USE OF RADIO AND TELEVISION BROADCASTING STATIONS BY CANDIDATES FOR OFFICE IN FEDERAL ELECTIONS

Mr. HUMPHREY. Mr. President, on Tuesday of this week, very late in the evening, during Senate consideration of the highway bill, I introduced, on behalf of myself, the Senator from Montana [Mr. MANSFIELD] and the Senator from Alabama [Mr. SPARKMAN], a bill (S. 3962) to amend the Communications Act of 1934 with respect to the use of radio and television broadcasting stations by candidates for office in Federal elections. Because of the extreme importance and intense interest in this matter, I have requested that the bill be kept at the desk until the end of Senate business on next Tuesday, June 5, in order to enable other Senators to join in sponsoring it.

I am privileged to announce at this time that both the senior Senator from Oregon [Mr. MORSE] and the senior Senator from Montana [Mr. MURRAY] also join in sponsoring the bill.

I request unanimous consent that the text of the bill be printed at this point in the RECORD, as a part of my remarks.

There being no objection, the text of the bill was ordered to be printed in the RECORD, as follows:

Be it enacted, etc., That section 315 of the Communications Act of 1934 (47 U. S. C. 315) is amended to read as follows:

"Sec. 315. (a) If any licensee shall permit any person who is a legally qualified candidate for any public office to use a broadcasting station, he shall (except as provided by subsections (b) and (c)) afford equal opportunities to all other such candidates for that office in the use of such broadcasting station.

"(b) Subsection (a) shall apply to the use of a broadcasting station by any legally qualified candidate for the office of President or Vice President of the United States only if such candidate—

"(1) is (A) the nominee of a political party whose candidate for such office in the preceding presidential election was supported by not fewer than 4 percent of the total votes cast, or (2) supported by petitions filed under the laws of the several States which in the aggregate bear a number of signatures, valid under the laws of the States in which they are filed, equal to at least 1 percent of the total popular votes cast in the preceding presidential election; or

"(2) is a candidate for presidential or vice presidential nomination by a political

Digest of CONGRESSIONAL PROCEEDINGS

OF INTEREST TO THE DEPARTMENT OF AGRICULTURE

OFFICE OF BUDGET AND FINANCE
(For Department Staff Only)

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June 4, 1956
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HIGHLIGHTS: See page 7.

SENATE

1. APPROPRIATIONS. The Appropriations Committee reported with amendments H. R. 9720, the Labor-HEW appropriation bill for 1957 (S. Rept. 2093); and H. R. 10003, the D. C. appropriation bill for 1957 (S. Rept. 2094). p. 8457
Made the Labor-HEW appropriation bill its unfinished business for consideration today. p. 8498
2. FORESTRY. Passed without amendment H. R. 9822, to require the Interior Department to establish a trout hatchery in the Pisgah National Forest, N. C. Sen. Flanders discussed, but did not submit, an amendment to this bill to provide for the reconstruction and equipment of the fish hatchery in the Green Mountain National Forest, and stated that he would introduce a bill for this purpose. This bill is now ready for the President. p. 8497
3. PERSONNEL. Passed without amendment H. R. 3255, to preserve the basic compensation of classified employees whose positions are reclassified to a lower grade. This bill is now ready for the President. p. 8498

4. EXPORT CONTROL. The Banking and Currency Committee ordered reported with amendment H. R. 9052, to extend the Export Control Act of 1949 for 2 years. p. D558
5. DEFENSE PRODUCTION. The Banking and Currency Committee ordered reported with amendments S. 3407, to extend the Defense Production Act of 1950. p. D558
6. PUBLIC LANDS. An Interior and Insular Affairs subcommittee ordered reported with amendments to the full committee H. R. 4096, to provide for the disposal of public lands within highway, telephone, and pipeline withdrawals in Alaska, subject to appropriate easements. p. D558
7. FARM LOANS. An Interior and Insular Affairs subcommittee ordered reported without amendment to the full committee H. R. 8385, to transfer to the Secretary of Agriculture the responsibilities relating to Puerto Rican hurricane relief loans. p. D558
8. SCHOOL MILK. Sen. Aiken inserted a statement of congressional intent in extending benefits of the special school milk program to certain child-care institutions and summer camps, which stated that it was the "prevailing desire of the committee to direct extension of the milk program to summer camps and to settlement houses, orphanages, and other similar institutions which were serving economically underprivileged children." p. 8479
9. PUBLIC POWER. Sen. Neuberger inserted a newspaper editorial opposing the development of Niagara Falls hydroelectric project. p. 8487
10. MONOPOLIES. Sen. Butler inserted his statement reviewing and commending the Administration's antitrust enforcement record. p. 8499
11. LEGISLATIVE PROGRAM. Majority Leader Johnson announced that the Labor-HEW and D. C. appropriation bills would be taken up today, and that the social security bill would be considered later this week. p. 8458

HCUSE

12. APPROPRIATIONS. Agreed to the conference report on H. R. 9390, the Interior Department appropriation bill for 1957 (including Forest Service items). p. 8503

Conferees were appointed on H. R. 10899, the Commerce Department appropriation bill for 1957. p. 8503 Senate conferees were appointed on May 31.

13. FARM LOANS. The Agriculture Committee reported with amendment H. R. 11544, to improve and simplify the credit facilities available to farmers and to amend the Bankhead-Jones Farm Tenant Act (H. Rept. 2260) (pp. 8511, 8517). Regarding this bill, the Committee issued the following statement on June 1:
"The Committee on Agriculture today unanimously ordered reported a bill by Chairman Cooley (H.R. 11544) which will make important changes in the direct loan programs of the Department of Agriculture administered by the Farmers Home Administration.
"The bill was drafted by the Conservation and Credit Subcommittee after extended consideration of more than a score of bills dealing with various aspects of the Farmers Home Administration loan programs. As reported by the committee, the bill will provide additional funds for emergency loan programs, authorize refinancing of existing farm debts, provide assistance to part-time farmers, and complement the Great Plains Program and the special program for low-income farmers."

House of Representatives

MONDAY, JUNE 4, 1956

The House met at 12 o'clock noon.

The Chaplain, Rev. Bernard Braskamp, D. D., offered the following prayer:

O Thou who art always willing and able to bless us according to our needs, may we begin this new week with gladness and gratitude and continue it with calmness and courage.

Grant that in all our plans and purposes to serve our generation we may be inspired by the loftiest motives and employ the noblest means.

Show us how we may minister more effectively and efficiently to the welfare of all humanity, giving wise counsel to the baffled and perplexed, consolation to the sorrowing, companionship to the lonely, and strength to the burdened.

May we daily have within our hearts the joy of knowing that we are living useful and helpful lives and making a worthy contribution to a real and right solution of mankind's many difficult problems.

Hear us in Christ's name. Amen.

THE JOURNAL

The Journal of the proceedings of Thursday, May 31, 1956, was read and approved.

MESSAGE FROM THE SENATE

A message from the Senate, by Mr. Carrell, one of its clerks, announced that the Senate had passed without amendment bills of the House of the following titles:

H. R. 1671. An act for the relief of Clement E. Sprouse;

H. R. 1913. An act for the relief of Mrs. Anna Elizabeth Doherty;

H. R. 2216. An act to amend the act of June 19, 1948 (ch. 511, 62 Stat. 489), relating to the retention in the service of disabled commissioned officers and warrant officers of the Army and Air Force;

H. R. 4229. An act to provide running mates for certain staff corps officers in the naval service, and for other purposes;

H. R. 4437. An act relating to withholding for State employee retirement system purposes, on the compensation of certain civilian employees of the National Guard and the Air National Guard;

H. R. 4569. An act to provide for renewal of and adjustment of compensation under contracts for carrying mail on water routes;

H. R. 4704. An act to provide for the examination preliminary to promotion of officers of the naval service;

H. R. 5268. An act to amend section 303 of the Career Compensation Act of 1949 to authorize the payment of mileage allowances for overland travel by private conveyance outside the continental limits of the United States;

H. R. 7679. An act to provide for the conveyance of certain lands by the United States to the city of Muskogee, Okla.;

H. R. 8477. An act to amend title II of the Women's Armed Services Integration Act of 1948, by providing flexibility in the distribution of women officers in the grades of commander and lieutenant commander, and for other purposes;

H. R. 8490. An act authorizing the Administrator of General Services to convey certain property of the United States to the city of Bonham, Tex.;

H. R. 8674. An act to provide for the return of certain property to the city of Biloxi, Miss.;

H. R. 9358. An act to require the Administrator of Veterans' Affairs to issue a deed to the city of Cheyenne, Wyo., for certain land heretofore conveyed to such city, removing the conditions and reservations made a part of such prior conveyance; and

H. R. 10251. An act to authorize the Administrator of Veterans' Affairs to deed certain land to the city of Grand Junction, Colo.

The message also announced that the Senate had passed bills of the following titles, in which the concurrence of the House is requested:

S. 2048. An act for the relief of certain former employees of the Inland Waterways Corporation;

S. 2771. An act to authorize the Secretary of Defense to lend certain Army, Navy, and Air Force equipment and provide certain services to the Boy Scouts of America for use at the Fourth National Jamboree of the Boy Scouts of America, and for other purposes;

S. 2772. An act to authorize the Secretary of Defense to lend certain Army, Navy, and Air Force equipment and to provide transportation and other services to the Boy Scouts of America in connection with the World Jamboree of Boy Scouts to be held in England in 1957; and for other purposes; and

S. 3760. An act to provide for a more effective control of narcotic drugs, and for other related purposes.

The message also announced that the Senate had passed, with amendments in which the concurrence of the House is requested, bills of the House of the following titles:

H. R. 1866. An act for the relief of Mr. and Mrs. Thomas V. Compton;

H. R. 2106. An act to provide that the enlistment contracts or periods of obligated service of members of the Armed Forces shall not terminate by reason of appointment as cadets or midshipmen at the Military, Naval, Air Force, or Coast Guard Academies, or as midshipmen in the Naval Reserve, and for other purposes;

H. R. 4363. An act authorizing the conveyance of certain property of the United States to the State of New Mexico;

H. R. 7471. An act to provide for the conveyance of certain lands of the United States to the Board of Commissioners of St. Johns County, Fla.; and

H. R. 8123. An act authorizing the Administrator of General Services to convey certain property of the United States to the city of Roseburg, Oreg.

The message also announced that the Senate had passed, with amendments in which the concurrence of the House is requested, a bill of the House of the following title:

H. R. 10899. An act making appropriations for the Department of Commerce and related agencies for the fiscal year ending June 30, 1957, and for other purposes.

The message also announced that the Senate insists upon its amendments to the foregoing bill, requests a conference with the House on the disagreeing votes of the two Houses thereon, and appoints Mr. HOLLAND, Mr. ELLENDER, Mr. MAGNUSON, Mr. STENNIS, Mrs. SMITH of Maine, Mr. BRIDGES, and Mr. KNOWLAND to be the conferees on the part of the Senate.

The message also announced that the Senate agrees to the amendments of the House to a bill of the Senate of the following title:

S. 3515. An act to amend the National Housing Act, as amended, to assist in the provision of housing for essential civilian employees of the Armed Forces.

DEPARTMENT OF COMMERCE APPROPRIATION BILL, 1957

Mr. CANNON. Mr. Speaker, I ask unanimous consent to take from the Speaker's table the bill just messaged from the Senate, H. R. 10899, making appropriations for the Department of Commerce and related agencies for the fiscal year ending June 30, 1957, and for other purposes, with Senate amendments thereto, disagree to the amendments of the Senate, and agree to the conference asked by the Senate.

The Clerk read the title of the bill.

The SPEAKER pro tempore (Mr. McCormack). Is there objection to the request of the gentleman from Missouri? [After a pause.] The Chair hears none, and appoints the following conferees: MESSRS. PRESTON, THOMAS, ROONEY, YATES, SHELLEY, FLOOD, CANNON, CLEVINGER, BOW, HORAN, MILLER of Maryland, and TABER.

INTERIOR DEPARTMENT APPROPRIATION BILL, 1957

Mr. KIRWAN. Mr. Speaker, I call up the conference report on the bill (H. R. 9390) making appropriations for the Department of the Interior and related agencies for the fiscal year ending June 30, 1957, and for other purposes, and ask unanimous consent that the statement of the managers on the part of the House be read in lieu of the report.

The Clerk read the title of the bill.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Ohio?

There was no objection.

The Clerk read the statement.

(For conference report and statement, see proceedings of the House of May 31, 1956.)

The SPEAKER pro tempore. The question is on the conference report.

The conference report was agreed to.

Mr. KIRWAN. Mr. Speaker, I ask unanimous consent to consider en bloc those amendments on which the House managers will offer a motion to recede and concur, as follows: Nos. 8, 10, 16, 27, 28, and 35.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Ohio?

There was no objection.

The Clerk read as follows:

Senate amendment No. 8: Page 7, line 7, insert "of which not to exceed \$240,000 may be paid to the Municipal School District No. 1, Sandoval County, N. Mex., to supplement an allocation of funds from the Office of Education for the construction of elementary public school facilities which shall be available to Pueblo Indian children."

Senate amendment No. 10: Page 11, line 7, strike out "and the preparation of plans and specifications for a building or buildings to meet the special needs of the Geological Survey in the metropolitan area of Washington, D. C." and insert "and for the Geological Survey or the General Services Administration to acquire a site and to prepare plans and specifications for a building or buildings to meet the special needs of the Geological Survey in the metropolitan area of Washington, D. C., without regard to Revised Statutes, page 3709, as amended (41 U. S. C. 5), and section 302 (c) of the act of June 30, 1949, as amended (41 U. S. C. 252 (c))."

Senate amendment No. 16: Page 16, line 4, insert "of which not to exceed \$250,000 shall be available for the construction of additional school facilities at Grand Canyon National Park, Ariz."

Senate amendment No. 27: Page 34, line 23, insert:

"WEEKS ACT

"For the acquisition of forest lands under the provisions of the act approved March 1, 1911, as amended (16 U. S. C. 513-519, 521), \$100,000, to be available only for payment of the purchase price of any lands acquired, including the cost of surveys in connection with such acquisition: *Provided*, That no part of this appropriation shall be used for acquisition of any land which is not within the boundaries of a national forest: *Provided further*, That no part of this appropriation shall be used for the acquisition of any land without the approval of the local government concerned."

Senate amendment No. 28: Page 35, line 9, insert:

"SPECIAL ACTS

"For the acquisition of land to facilitate the control of soil erosion and flood damage originating within the exterior boundaries of the following national forest, in accordance with the provisions of the following act authorizing annual appropriations of forest receipts for such purposes, and in not to exceed the following amount from such receipts: Cache National Forest, Utah, act of May 11, 1938 (Public Law 505), as amended, \$10,000: *Provided*, That no part of this appropriation shall be used for acquisition of any land which is not within the boundaries of a national forest: *Provided further*, That no part of this appropriation shall be used for the acquisition of any land without the approval of the local government concerned."

Senate amendment No. 35: Page 40, line 7, insert "Provided further, That the employment of not more than one person by contract or otherwise, pursuant to the third

sentence of section 2 (c) of the act of June 6, 1924, as amended by the act of July 19, 1952 (66 Stat. 783), may be extended for an additional year."

Mr. KIRWAN. Mr. Speaker, I offer an amendment.

The Clerk read as follows:

Mr. KIRWAN moves that the House recede from its disagreement to the amendments of the Senate Nos. 8, 10, 16, 27, 28, and 35 and concur therein.

The SPEAKER pro tempore. The question is on the motion.

The motion was agreed to.

The SPEAKER pro tempore. The Clerk will report the next amendment in disagreement.

The Clerk read as follows:

Senate amendment No. 18: Page 17, line 2, insert "Provided, That all receipts from the operation of the McKinley Park Hotel in Mount McKinley National Park, Alaska, may be applied to, or offset against, costs of managing, operating, and maintaining the hotel and related facilities, and any receipts or other revenues in excess of such costs shall be deposited at least annually into the Treasury of the United States as miscellaneous receipts."

Mr. KIRWAN. Mr. Speaker, I offer a motion.

The Clerk read as follows:

Mr. KIRWAN moves that the House recede from its disagreement to the amendment of the Senate numbered 18, and concur therein with an amendment, as follows: In lieu of the matter proposed by said amendment insert "Provided, That all receipts for the fiscal year 1957 from the operation of the McKinley Park Hotel in Mount McKinley National Park, Alaska, may be applied to, or offset against, costs of managing, operating, and maintaining the hotel and related facilities, and any receipts or other revenues in excess of such costs shall be deposited at least annually into the Treasury of the United States as miscellaneous receipts."

The SPEAKER pro tempore. The question is on the motion.

The motion was agreed to.

A motion to reconsider the votes by which action was taken on the several motions was laid on the table.

SEGREGATION

(Mr. MATTHEWS asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. MATTHEWS. Mr. Speaker, as many of my colleagues, I have recently been faced with a primary campaign in my district, which is the Eighth District of Florida. I am humbly grateful to the wonderful citizens of our district because they gave me an overwhelming majority over my opponent. I have always tried to the best of my ability to keep every campaign promise, and I emphasized to our people in my recent campaign my determination to present their viewpoints in Congress concerning the problems of segregation in our public schools, which the Supreme Court declared unconstitutional 2 years ago. I pledged to my people that I would do everything within the law to maintain segregation in our public schools. I repeat a statement concerning the Supreme Court's decision on segregation that I made in Congress over 2 years ago:

Let me tell you the attitude of the majority of the people of both races in the Eighth Congressional District of Florida, which I represent. They view this decision as fraught with dangers comparable to the tragedies of World Wars I and II, and the emergence of the Communist terror.

I did not exaggerate the situation then, and I find in the light of my recent campaign that, if anything, I understated the attitude of the majority of the citizens of the Eighth District of Florida.

I believe that those of us who live in the Deep South should make every effort calmly, but honestly, to present to the Nation the great tragedy of a Supreme Court decision that discounts the Jeffersonian conception of States rights, and takes away from our separate States those rights that were delegated to them specifically in the Constitution. I do not believe this problem of segregation in our public schools will ever be solved satisfactorily unless we revert to the theory of States rights. I believe Florida should be given the privilege of handling this problem as Florida sees best to handle it. I ask for the same privilege on the part of the other 47 States in the Union.

I know just about everything has already been said on this subject that could be said, but I want to present one thought that perhaps is a little different. Some of the critics of the Supreme Court's decision on segregation have suggested that the members of the Court based their ruling on sociology rather than on law. If the decision were based on sociology, may I say that I do not believe it was based on sound sociological principles. One of the basic facts a sociologist learns is that you cannot legislate the mores and traditions of a people. Yet by a Supreme Court decision which has the effect of legislation, we are trying to legislate the mores and traditions of many millions of our citizens.

One thing that many of the fine people I represent in the Eighth District of Florida resent is the fact that in so many of our northern newspapers we never have presented the factual problems that have been provoked by the integration of races. In this connection, I would like to include an article from one of the great newspapers of Florida, the Florida Times-Union in its issue of Thursday, May 31, 1956. This article concerns rioting by Negro teen-agers on a vessel plying between Buffalo and Crystal Beach amusement park in Ontario. The article points out that the Negro teen-agers turned the vessel into a nightmare of flashing knives and sobbing, frightened passengers. The article further points out that of the approximately 1,000 persons who made the trip, about 80 percent were Negroes and that most of the trouble was caused by gangs of Negro girls who walked the deck, attacking and molesting young white girls. The complete article follows:

NEGROES ATTACK WHITES ON SHIP

BUFFALO, N. Y., May 30.—Rioting by Negro teen-agers on a vessel plying between here and Crystal Beach amusement park in Ontario tonight turned the vessel into a nightmare of flashing knives and sobbing, frightened passengers.

Digest of CONGRESSIONAL PROCEEDINGS

OF INTEREST TO THE DEPARTMENT OF AGRICULTURE

Issued

June 13, 1956

For actions of

June 12, 1956

84th-2nd, No. 97

OFFICE OF BUDGET AND FINANCE

(For Department Staff Only)

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HIGHLIGHTS: House debated conference report on bill to provide Federal assistance to small irrigation projects. House received conference report on Commerce appropriation bill. Senate subcommittee ordered reported bills to establish town-sites from national forests, establish forest experiment station in N. Dak., and broaden present authority for use and occupancy of land within national forests. Senate committee ordered reported bill to transfer Puerto Rican hurricane relief funds to USDA. House committee ordered reported bill to amend Public Law 480. House subcommittee ordered reported bill to provide civil penalties for violations of Federal Seed Act.

SENATE

1. THE AGRICULTURE AND FORESTRY SUBCOMMITTEE on Soil Conservation and Forestry ordered reported to the full committee the following bills: (p. D609)

H.R. 426, without amendment, providing for the establishment of townsites from national forests or land administered under the Bankhead-Jones Farm Tenant Act.

S. 2900, without amendment, providing for the establishment and maintenance of a forest experiment station in N. Dak.

S. 2216, with amendment, to amend the act of March 4, 1915, to permit the use and occupancy of national forest lands for industrial and commercial purposes, and by States or political subdivisions for constructing facilities for education or other public uses.

S. 3133, with amendment, providing for the conveyance of certain real property to the city of Boise, Idaho.

The "Daily Digest" states that "the subcommittee agreed to hold hearings at dates in the near future on S. 1359, regarding consent of congressional committees for sale of certain lands acquired by U. S. under title III of Bankhead-Jones Farm Tenant Act, and S. 3727, to amend the Watershed Protection and Flood Prevention Act." p. D609

2. THE INTERIOR AND INSULAR AFFAIRS COMMITTEE ordered reported the following bills:
(p. D610)
H.R. 8385, without amendment, to transfer to the Secretary of Agriculture the responsibilities relating to Puerto Rican hurricane relief loans.
S. 3512, without amendment, to permit desert-land entries on disconnected tracts of lands which, in the case of any one entryman, form a compact unit and do not exceed in the aggregate 320 acres.
S. 3665, with amendment, to allow a homesteader settling on unsurveyed public land in Alaska to make single final proof prior to survey of the lands.
S. 3743, with amendment, to transfer certain land from the Lassen National Forest to the Lassen Volcanic National Park, Calif.

HOUSE

3. APPROPRIATIONS. Received the conference report on H.R. 10899, the Commerce Department and related agencies appropriation bill for 1957 (H. Rept. 2344). pp. 9070, 9105
Rep. Rabaut requested and received permission for the conference committee to file a report on H.R. 10003, the D. C. appropriation bill for 1957, by not later than Tues., June 12 midnight. p. 9067
4. RECLAMATION. Began debate on the conference report on H.R. 5881, to provide Federal assistance to local irrigation districts, water districts, and other public agencies in the construction of small projects, but deferred a vote until Wed., June 13. pp. 9068, 9071
5. FOREIGN TRADE. The Agriculture Committee ordered reported H.R. 11708, to amend the Agricultural Trade Development and Assistance Act of 1954, after a consideration of H.R. 11403 and H.R. 11443, similar bills. p. D611
Rep. Bailey criticized a proposal to finance surveys on the effect of tariff policies on domestic industries by Federal funds, and inserted a letter questioning the completeness of a Minnesota survey of this nature. p. 9103
6. SEED. The Equipment, Supplies, and Manpower Subcommittee of the Agriculture Committee ordered reported to the full committee S. 1688, to remove the criminal penalty for inadvertent violations of the Federal Seed Act and to prescribe civil penalties for such violations of the Act. p. D611
7. EXTENSION WORK. Rep. Dixon paid tribute to the 24th National 4-H Club Camp and commended the 4-H clubs for their activities. p. 9092
8. DAIRYING. Rep. Dixon cited the publication, Dairy Situation, for indicating that cash receipts from dairy products would be above the 1955 level. p. 9092
9. POULTRY. Rep. Rogers, Mass., criticized the importation of certain poultry products from Argentina and Canada as being detrimental to Mass. poultry producers. p. 9094
10. EDUCATION. Received from HEW a proposed bill "to encourage and assist the States in the establishment of State Committees on Education Beyond the High School"; to the Education and Labor Committee. p. 9105
1. FORESTRY. The Interior and Insular Affairs Committee reported without amendment H.R. 9974, to authorize the cutting of timber, the manufacture and sale of lumber, and the preservation of the forests on the Menominee Indian Reservation in Wis. (H. Rept. 2331). p. 9105

DEPARTMENT OF COMMERCE APPROPRIATION BILL, 1957

JUNE 12, 1956.—Ordered to be printed

Mr. PRESTON, from the committee of conference, submitted the following

CONFERENCE REPORT

[To accompany H. R. 10899]

The committee of conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H. R. 10899) making appropriations for the Department of Commerce and related agencies for the fiscal year ending June 30, 1957, and for other purposes, having met, after full and free conference, have agreed to recommend and do recommend to their respective Houses as follows:

That the Senate recede from its amendments numbered 2, 4, 5, 15, 25, and 26.

That the House recede from its disagreement to the amendments of the Senate numbered 8, 12, 13, 24, 27, 29, 30, and 31, and agree to the same.

Amendment numbered 1:

That the House recede from its disagreement to the amendment of the Senate numbered 1, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert: \$2,450,000; and the Senate agree to the same.

Amendment numbered 3:

That the House recede from its disagreement to the amendment of the Senate numbered 3, and agree to the same with an amendment, as follows:

In lieu of the sum proposed by said amendment insert: \$7,475,000; and the Senate agree to the same.

Amendment numbered 6:

That the House recede from its disagreement to the amendment of the Senate numbered 6, and agree to the same with an amendment, as follows:

In lieu of the matter stricken out and inserted by said amendment insert: *one hundred*; and the Senate agree to the same.

STATEMENT OF THE MANAGERS ON THE PART OF THE HOUSE

The managers on the part of the House at the conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H. R. 10899) making appropriations for the Department of Commerce and related agencies for the fiscal year ending June 30, 1957, and for other purposes, submit the following statement in explanation of the effect of the action agreed upon and recommended in the accompanying conference report as to each of such amendments, namely:

TITLE I—DEPARTMENT OF COMMERCE

GENERAL ADMINISTRATION

Amendments Nos. 1 and 2—Salaries and expenses: Appropriates \$2,450,000 instead of \$2,425,000 as proposed by the House and \$2,465,000 as proposed by the Senate, and eliminate language inserted by the Senate providing funds to be expended upon the certificate of the Secretary.

The conferees concur in the statement contained in the Senate committee report concerning the handling of personnel transfers to the Office of the Under Secretary for Transportation.

BUREAU OF THE CENSUS

Amendment No. 3—Salaries and expenses: Appropriates \$7,475,000 instead of \$7,413,000 as proposed by the House and \$7,575,000 as proposed by the Senate.

Amendment No. 4—Census of governments: Appropriates \$1,750,000 as proposed by the House instead of \$2,100,000 as proposed by the Senate. The action of the conferees is not intended to reduce any of the functions proposed under this program.

Amendment No. 5—National housing inventory: Appropriates \$1,000,000 for a survey of housing as proposed by the House instead of \$650,000 for a national intercensal survey of housing as proposed by the Senate.

CIVIL AERONAUTICS ADMINISTRATION

Amendment No. 6—Operation and regulation: Authorizes the replacement of 100 passenger motor vehicles instead of 90 as proposed by the House and 110 as proposed by the Senate.

Amendment No. 7—Operation and regulation: Appropriates \$126,804,000 instead of \$125,000,000 as proposed by the House and \$128,608,000 as proposed by the Senate. The amount agreed to by the conferees includes the sum of \$108,000 to permit continued operation of 39 intermediate landing fields scheduled for discontinuance in the coming year.

Amendment No. 8—Establishment of air navigation facilities: Appropriates \$40,000,000 as proposed by the Senate instead of \$37,500,000 as proposed by the House.

CIVIL AERONAUTICS BOARD

Amendment No. 9—Salaries and expenses: Appropriates \$4,625,000 instead of \$4,550,000 as proposed by the House and \$4,700,000 as proposed by the Senate.

Amendment No. 10—Payments to air carriers: Appropriates \$16,200,000 instead of \$15,000,000 as proposed by the House and \$17,400,000 as proposed by the Senate.

COAST AND GEODETIC SURVEY

Amendment No. 11—Salaries and expenses: Appropriates \$10,900,000 instead of \$10,800,000 as proposed by the House and \$11,020,000 as proposed by the Senate.

Amendment No. 12—Construction of a surveying ship: Appropriates \$3,700,000 as proposed by the Senate instead of \$3,400,000 as proposed by the House.

BUSINESS AND DEFENSE SERVICES ADMINISTRATION

Amendment No. 13—Salaries and expenses: Appropriates \$6,900,000 as proposed by the Senate instead of \$7,200,000 as proposed by the House.

OFFICE OF BUSINESS ECONOMICS

Amendment No. 14—Salaries and expenses: Appropriates \$960,000 instead of \$1,000,000 as proposed by the House and \$900,000 as proposed by the Senate.

MARITIME ACTIVITIES

Amendment No. 15—Ship construction: Reinstates House language authorizing reconditioning and betterment of one ship in the national defense reserve fleet which was stricken by the Senate.

Amendments Nos. 16 and 17—Ship construction: Appropriate \$82,700,000 instead of \$54,800,000 as proposed by the House and \$108,880,000 as proposed by the Senate, and approve \$1,115,000 for transfer to salaries and expenses instead of \$1,000,000 as proposed by the House and \$1,232,000 as proposed by the Senate.

The appropriation agreed to by the conferees includes \$2,300,000 for the conversion of two Mariners for the American President Lines, \$65,000,000 for the ship-replacement program, \$10,000,000 for acquisition of replaced ships, \$4,000,000 for research and development, and \$1,400,000 for administrative and warehouse expenses.

Amendment No. 18—Operating differential subsidies: Approves 2,040 voyages instead of 2,000 as proposed by the House and 2,075 as proposed by the Senate.

Amendments No. 19, 20 and 21—Salaries and expenses: Appropriate \$15,350,000 instead of \$15,187,000 as proposed by the House and \$15,500,000 as proposed by the Senate, and authorize \$6,500,000 for administrative expenses, instead of \$6,482,000 as proposed by the House and \$6,600,000 as proposed by the Senate, and \$1,600,000 for maintenance of shipyards and reserve training facilities and operation of warehouses, instead of \$1,445,000 as proposed by the House and \$1,650,000 as proposed by the Senate.

some weeks ago. That bill is presently pending in the Committee on Public Works in the Senate. During the debate on that bill, which was the direct result of these departmental recommendations that these two matters be segregated and the projects under the Department of Agriculture be handled separately from the consideration of those under the Department of the Interior, Mr. HOPE, the ranking minority member of the House Committee on Agriculture, said this on page 6161 of the CONGRESSIONAL RECORD of April 24, 1956, when the Poage bill was under consideration. The Poage bill, for the purpose of the record, is H. R. 8750. He said:

It has been a disturbing thing to the Department of Agriculture to find that they would be compelled to administer two programs, each authorized by a separate piece of legislation, which, in a sense, would be competing with each other.

He was referring to the Watershed Protection Act and the Water Facilities Act, both of which are administered under the Department of Agriculture.

Continuing, he said:

This legislation will clarify that matter, and I assume in the conference between the two Houses on the small-projects bill the conflicting matter will be eliminated.

I have discussed the matter with the gentleman from Texas [Mr. POAGE], who is the author of H. R. 8750, the bill relating to the Department of Agriculture pending in the other body now, for the purpose of implementing the reports filed by Agriculture, Interior, and the Budget, and he is in agreement, too, that it would be just as well to eliminate title II from this bill.

The Poage bill is somewhat different in its terms than Senate title II which was tacked onto the bill presently before you. The suggestion was made that it might be possible to put the Poage bill into this conference report. There were certain questions which arose in connection with that which made it impossible for us to do it; not only the parliamentary matters involved, that is, taking the House-passed bill which came out of a different committee and in effect legislating in a conference committee to put that bill into the conference report, but in addition to that, the separate bill by the gentleman from Texas is presently pending over in the Senate where it was first referred to the Committee on Agriculture and subsequently to the Committee on Public Works. The Members can understand that there is a grave question of propriety of a committee of Congress taking over somebody else's bill, putting it in a conference report, and thereby depriving the regularly established committees of the other body of the consideration of that measure.

So the conference report which we have brought back has the complete concurrence of the Members of the conference of the two bodies, except for the gentleman from Pennsylvania [Mr. SAYLOR], who does not join in this report and Senator LONG, who on the Senate side did not join—4 Members of the House and 4 Members of the Senate joined in the conference report. This conference

report strikes out the title II part of the Senate bill and substitutes what is in effect the bill passed by the House in May of last year applying only to the 17 Western States. The remainder will be taken care of in the separate legislation authored by the gentleman from Texas [Mr. POAGE] voted through this House and now pending in the other body.

So the conference report before us today is for all practical purposes the same measure that the House passed in May of last year limited to the 17 Western States. There are no really significant changes except for 1 or 2 smaller items that were referred to in the statement read of the managers on the part of the House with reference to certain of the details in the handling of these projects when they come before the Congress of the United States.

Mr. AVERY. Mr. Speaker, will the gentleman yield?

Mr. ENGLE. I yield to the gentleman.

Mr. AVERY. I am sorry I did not hear the complete statement made by the gentleman from California. As he probably knows, I am very much interested in the Poage bill. May I ask, did the managers on the part of the Senate, in the conference committee, give the gentleman from California any assurance that they would support the Poage bill as it was sent over to the Senate, if it were deleted from this conference report?

Mr. ENGLE. It is very difficult for me, as chairman, to refer to what happened in the conference itself; but I would say to the gentleman that it is my opinion that all members of the conference will support the Poage bill in the Senate and that every effort will be made to get the Poage bill out of the committee in the Senate, get it to the floor of the Senate and send it down to the White House simultaneously with this bill. I say, without referring to anything that went on in the conference itself that it is my opinion that that will be done. For my own part, I will say to the gentleman that I do favor the Poage bill and any assistance that I can give in getting it enacted into law, I intend to do. That was everybody's understanding. There is no conflict between us here. I discussed this matter with Mr. POAGE and he is satisfied with this conference report and the action that we took.

Mr. GAVIN. Mr. Speaker, will the gentleman yield?

Mr. ENGLE. I yield to the gentleman.

Mr. GAVIN. I want to say to the gentleman that just because Mr. POAGE is satisfied is not any reason why a great many of us are satisfied because, even though the gentleman from California and the gentleman from Texas are satisfied, that is not any reason why we should vote \$100 million to 17 States, eliminating the other 31 States in the East. It does not make sense to me. The gentleman says that the Senate may consider the bill. Surely, they may consider it. But with the heavy schedule ahead and in the rush that will develop, it may never even get anywhere in the Senate.

Mr. ENGLE. The gentleman must keep in mind that there are some things that one can do in a conference and other things that one cannot do. I have tried

to explain to the gentleman the difficulty we had due to the fact that we had a separate House-passed bill dealing precisely with that very subject matter, introduced in and passed by this House pursuant to the recommendations of the Bureau of the Budget, the Department of Agriculture and the Department of the Interior.

Mr. BOLAND. Mr. Speaker, will the gentleman yield?

Mr. ENGLE. I yield.

Mr. BOLAND. Is it not true that the 31 States about which the gentleman from Pennsylvania [Mr. GAVIN] is so much concerned, are adequately protected under the Poage bill that passed the House?

Mr. ENGLE. That is correct. They all want that bill. The problem which arose and on which there has been some discussion by my friend from Pennsylvania [Mr. SAYLOR], and I assume concurred in by his colleague from Pennsylvania [Mr. GAVIN], is that we did not hook the two of them together; and I tried to say that it just was not possible to do it.

Mr. GAVIN. It would be very satisfactory if the Poage bill were up here today. I heartily concur in the suggestion that the legislation is important. I should like to see it passed, but I do not want the other 31 States bypassed. The gentleman can give us no assurance that the Senate is going to take favorable action. I am interested in the East, as other people are interested in the Northwest. We, too, should participate in these programs that make great contributions to the conservation of our water supply in our economic and industrial life.

Mr. ENGLE. Will the gentleman withhold for just a minute for me to make this comment? His colleague, the gentleman from Pennsylvania, was a part of the conference. He knows what discussions occurred there. I am perfectly sure that the gentleman from Pennsylvania [Mr. SAYLOR] will be glad to discuss that with his colleague, but I cannot stand here on the floor, as the gentleman well knows, and discuss matters that occurred in the conference.

Mr. MILLER of Nebraska. Mr. Speaker, will the gentleman yield?

Mr. ENGLE. I yield.

Mr. MILLER of Nebraska. I call to the attention of the gentleman from Pennsylvania that the big difference between the Poage bill and this bill here is that the money involved in this bill will go to the local groups, who will repay it to the Treasury of the United States. Under the Poage bill, the hundreds of millions of dollars that go to the other States are not reimbursable to the Treasury of the United States.

Mr. GAVIN. Mr. Speaker, if the gentleman will yield further, may I say that, knowing the gentleman from Pennsylvania [Mr. SAYLOR] and knowing of his past record and stand, certainly the gentleman does not want to make it appear as though he concurred in the recommendations of the conferees, even if he was in the conference.

Mr. ENGLE. I made no such implication.

Mr. GAVIN. I doubt very much, knowing him as I do, that he would be taking such a position. I presume he was in the minority and, therefore, there was nothing he could do except to protest. If the group was in agreement, well, he might take the position, but he did not get anywhere. No doubt he will tell us of his position on the matter.

Mr. ENGLE. The gentleman raised a question as to what the other body was going to do with this legislation and with reference to whether or not there was a good faith intention to press the Poage bill on the other side. That is the matter to which I was referring and on which the gentleman can certainly secure adequate information.

Mr. YOUNG. Mr. Speaker, will the gentleman yield?

Mr. ENGLE. I yield to the gentleman from Nevada.

Mr. YOUNG. I wonder if the gentleman can tell us the relationship between the small-projects bill and the Rehabilitation and Betterment Act. Does the small-projects bill purport to amend or supersede in any way the rehabilitation and betterment legislation now on the books?

Mr. ENGLE. As far as I know, it does not. It is separate legislation that deals with physically small projects, permitting local agencies to build projects of that character themselves rather than have the Bureau of Reclamation do them more expensively. There is no project which is authorized by this bill which cannot be built under present reclamation law, but we think more of them will be built, and be built more cheaply, if this bill goes into effect.

Mr. YOUNG. One more question regarding the size of the project. I notice that the upper limitation is \$5 million except in certain cases where projects between \$5 and \$10 million could qualify, providing the applying organization financed all costs in excess of what the charge would be if the project cost \$5 million. To take a specific case, assume there was a \$9-million project, one-third flood control, one-third reclamation, and one-third power. Would this mean a participating organization would receive one-third of \$5 million, for example, for flood control, or would it be \$3 million, the relationship to the overall cost of \$9 million?

Mr. ENGLE. It is only contemplated that the total amount of money which can be advanced in non-interest-bearing loans total not in excess of \$5 million for any one project. If there are nonreimbursables in the project, they are non-repayable as they are presently under the law.

Mr. YOUNG. Is the overall project reduced to \$5 million for the purpose of determining the participation by the Federal Government with the local agencies? I notice in the legislation it is stated that the upper limit is \$5 million. There are certain projects between five and ten million that may qualify, providing the organization will finance all costs in excess of what would be required, the \$5 million.

Mr. ASPINALL. In excess of \$5 million. That was the provision in the first bill as it went through the House. That

provision is in there. I think the chairman should explain the question of the procedure in reporting back to the Congress on projects over a certain amount. I think that would be of benefit.

Mr. ENGLE. We have been very careful in this bill to give control to the Congress itself of these small projects. That matter is referred to on page 7 of the conference report in the third paragraph, which I will read:

Another significant change to the House-passed bill adopted by the conference committee relates to the authorization procedure. The bill, as it passed the House, would have required the Secretary to submit project proposals which he approved to both branches of the Congress and to not execute a contract covering any proposal prior to 60 days following such submission. This procedure would permit the review of the proposals by the Congress but it would not provide for approval or disapproval of such proposals. The conference committee retained this provision but extended it to provide for approval or disapproval by the appropriate House and Senate committees within the 60-day period. If either committee should disapprove a project proposal, approval by the Congress would be required before the Secretary could execute the contract.

This is important because it gives the Congress a chance to look these projects over. The Secretary of the Interior cannot sit down and parcel out these projects without any surveillance by the congressional committees. The Committee on Appropriations first passes on the amount of money and the authorizing committee has the right to review and reject the project. If the authorizing committee reviews and rejects the project by resolution thereupon the project cannot be built unless it is authorized by the Congress. That is an important provision it seems to me and it is the one to which the gentleman referred.

CALL OF THE HOUSE

Mr. GAVIN. Mr. Speaker, I make the point of order that a quorum is not present.

The SPEAKER pro tempore (Mr. PRESTON). The Chair will count. [After counting.] Ninety-two Members are present, not a quorum.

Mr. ALBERT. Mr. Speaker, I move a call of the House.

A call of the House was ordered.

The Clerk called the roll, and the following Members failed to answer to their names:

[Roll No. 67]

Andersen,	Eberharter	Lipscomb
H. Carl	Fjare	McConnell
Anfuso	Fulton	McIntire
Ashmore	Gamble	McMillan
Bell	Garmatz	Machrowicz
Betts	George	Maillard
Bolton,	Gray	Mason
Oliver P.	Hale	Miller, Calif.
Byrne, Pa.	Halleck	Mollohan
Cannon	Hays, Ohio	Morrison
Carlyle	Healey	Nelson
Carnahan	Hoffman, Ill.	O'Hara, Minn.
Christopher	Hoffman, Mich.	O'Neill
Chudoff	Holtzman	Patman
Cooley	Hope	Phillips
Coudert	Horan	Powell
Curtis, Mass.	Jackson	Prouty
Dawson, Ill.	Jensen	Reed, N. Y.
Denton	Kee	Rhodes, Ariz.
Diggs	Kelley, Pa.	Richards
Dondero	King, Calif.	Riehlman
Dorn, S. C.	Krueger	Rivers
Dowdy	Lane	Robsion, Ky.

Rogers, Fla.
Sisk
Thompson, La.
Thornberry
Tumulty

Vanik
Velde
Vorys
Wainwright
Wickersham

Williams, N. J.
Wolverton
Zelenko

The SPEAKER. On this rollcall 350 Members have answered to their names, a quorum.

By unanimous consent, further proceedings under the call were dispensed with.

DEPARTMENT OF COMMERCE AND RELATED AGENCIES APPROPRIATION BILL, 1957

Mr. PRESTON. Mr. Speaker, I ask unanimous consent that the Committee on Appropriations may have until midnight tonight to file a report on H. R. 10899, the Department of Commerce and related agencies appropriation bill for the fiscal year 1957.

The SPEAKER. Is there objection to the request of the gentleman from Georgia?

There was no objection.

The conference report and statement follow:

CONFERENCE REPORT (H. REPT. No. 2344)

The committee of conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H. R. 10899) "making appropriations for the Department of Commerce and related agencies for the fiscal year ending June 30, 1957, and for other purposes," having met, after full and free conference, have agreed to recommend and do recommend to their respective Houses as follows:

That the Senate recede from its amendments numbered 2, 4, 5, 15, 25, and 26.

That the House recede from its disagreement to the amendments of the Senate numbered 8, 12, 13, 24, 27, 29, 30, and 31, and agree to the same.

Amendment numbered 1: That the House recede from its disagreement to the amendment of the Senate numbered 1, and agree to the same with an amendment, as follows: In lieu of the sum proposed by said amendment insert "\$2,450,000"; and the Senate agree to the same.

Amendment numbered 3: That the House recede from its disagreement to the amendment of the Senate numbered 3, and agree to the same with an amendment, as follows: In lieu of the sum proposed by said amendment insert "\$7,475,000"; and the Senate agree to the same.

Amendment numbered 6: That the House recede from its disagreement to the amendment of the Senate numbered 6, and agree to the same with an amendment, as follows: In lieu of the matter stricken out and inserted by said amendment insert "one hundred"; and the Senate agree to the same.

Amendment numbered 7: That the House recede from its disagreement to the amendment of the Senate numbered 7, and agree to the same with an amendment, as follows: In lieu of the sum proposed by said amendment insert "\$126,804,000"; and the Senate agree to the same.

Amendment numbered 9: That the House recede from its disagreement to the amendment of the Senate numbered 9, and agree to the same with an amendment, as follows: In lieu of the sum proposed by said amendment insert "\$4,625,000"; and the Senate agree to the same.

Amendment numbered 10: That the House recede from its disagreement to the amendment of the Senate numbered 10, and agree to the same with an amendment, as follows: In lieu of the sum proposed by said amendment insert "\$16,200,000"; and the Senate agree to the same.

Amendment numbered 11: That the House recede from its disagreement to the amendment of the Senate numbered 11, and agree to the same with an amendment, as follows: In lieu of the sum proposed by said amendment insert "\$10,900,000"; and the Senate agree to the same.

Amendment numbered 14: That the House recede from its disagreement to the amendment of the Senate numbered 14, and agree to the same with an amendment, as follows: In lieu of the sum proposed by said amendment insert "\$960,000"; and the Senate agree to the same.

Amendment numbered 16: That the House recede from its disagreement to the amendment of the Senate numbered 16, and agree to the same with an amendment, as follows: In lieu of the sum proposed by said amendment insert "\$82,700,000"; and the Senate agree to the same.

Amendment numbered 17: That the House recede from its disagreement to the amendment of the Senate numbered 17, and agree to the same with an amendment, as follows: In lieu of the sum proposed by said amendment insert "\$1,115,000"; and the Senate agree to the same.

Amendment numbered 18: That the House recede from its disagreement to the amendment of the Senate numbered 18, and agree to the same with an amendment, as follows: In lieu of the matter proposed by said amendment insert "\$15,350,000"; and the Senate agree to the same.

Amendment numbered 19: That the House recede from its disagreement to the amendment of the Senate numbered 19, and agree to the same with an amendment, as follows: In lieu of the sum proposed by said amendment insert "\$15,350,000"; and the Senate agree to the same.

Amendment numbered 20: That the House recede from its disagreement to the amendment of the Senate numbered 20, and agree to the same with an amendment, as follows: In lieu of the sum proposed by said amendment insert "\$6,500,000"; and the Senate agree to the same.

Amendment numbered 21: That the House recede from its disagreement to the amendment of the Senate numbered 21, and agree to the same with an amendment, as follows: In lieu of the sum proposed by said amendment insert "\$1,600,000"; and the Senate agree to the same.

The committee of conference report in disagreement amendments numbered 22, 23, and 28.

PRINCE H. PRESTON,
ALBERT THOMAS,
JOHN J. ROONEY,
SIDNEY R. YATES,
JOHN F. SHELLEY,
DANIEL J. FLOOD,
CLARENCE CANNON,
CLIFF CLEVINGER,
FRANK T. BOW,
EDWARD T. MILLER,
JOHN TABER,

Managers on the Part of the House.

SPESSARD L. HOLLAND,
ALLEN J. ELLENDER,
WARREN MAGNUSON,
JOHN C. STENNIS,
MARGARET CHASE SMITH,
STYLES BRIDGES,
WILLIAM F. KNOWLAND,

Managers on the Part of the Senate.

STATEMENT

The managers on the part of the House at the conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H. R. 10899) making appropriations for the Department of Commerce and Related Agencies for the fiscal year ending June 30, 1957, and for other purposes, submit the following statement in explanation of the effect of the action agreed upon and recommended in the ac-

companying conference report as to each of such amendments, namely:

TITLE I—DEPARTMENT OF COMMERCE

General administration

Amendments Nos. 1 and 2—Salaries and expenses: Appropriate \$2,450,000 instead of \$2,425,000 as proposed by the House and \$2,465,000 as proposed by the Senate, and eliminate language inserted by the Senate providing funds to be expended upon the certificate of the Secretary.

The conferees concur in the statement contained in the Senate committee report concerning the handling of personnel transfers to the Office of the Under Secretary for Transportation.

Bureau of the Census

Amendment No. 3—Salaries and expenses: Appropriates \$7,475,000 instead of \$7,413,000 as proposed by the House and \$7,575,000 as proposed by the Senate.

Amendment No. 4—Census of governments: Appropriates \$1,750,000 as proposed by the House instead of \$2,100,000 as proposed by the Senate. The action of the conferees is not intended to reduce any of the functions proposed under this program.

Amendment No. 5—National housing inventory: Appropriates \$1,000,000 for a survey of housing as proposed by the House instead of \$650,000 for a national intercensal survey of housing as proposed by the Senate.

Civil Aeronautics Administration

Amendment No. 6—Operation and regulation: Authorizes the replacement of 100 passenger motor vehicles instead of 90 as proposed by the House and 110 as proposed by the Senate.

Amendment No. 7—Operation and regulation: Appropriates \$126,804,000 instead of \$125,000,000 as proposed by the House and \$128,608,000 as proposed by the Senate. The amount agreed to by the conferees includes the sum of \$108,000 to permit continued operation of 39 intermediate landing fields scheduled for discontinuance in the coming year.

Amendment No. 8—Establishment of air navigation facilities: Appropriates \$40,000,000 as proposed by the Senate instead of \$37,500,000 as proposed by the House.

Civil Aeronautics Board

Amendment No. 9—Salaries and expenses: Appropriates \$4,625,000 instead of \$4,550,000 as proposed by the House and \$4,700,000 as proposed by the Senate.

Amendment No. 10—Payments to air carriers: Appropriates \$16,200,000 instead of \$15,000,000 as proposed by the House and \$17,400,000 as proposed by the Senate.

Coast and Geodetic Survey

Amendment No. 11—Salaries and expenses: Appropriates \$10,900,000 instead of \$10,800,000 as proposed by the House and \$11,020,000 as proposed by the Senate.

Amendment No. 12—Construction of a surveying ship: Appropriates \$3,700,000 as proposed by the Senate instead of \$3,400,000 as proposed by the House.

Business and Defense Services Administration

Amendment No. 13—Salaries and expenses: Appropriates \$6,900,000 as proposed by the Senate instead of \$7,200,000 as proposed by the House.

Office of Business Economics

Amendment No. 14—Salaries and expenses: Appropriates \$960,000 instead of \$1,000,000 as proposed by the House and \$900,000 as proposed by the Senate.

Maritime activities

Amendment No. 15—Ship construction: Reinstates House language authorizing reconditioning and betterment of one ship in the national defense reserve fleet which was stricken by the Senate.

Amendments Nos. 16 and 17—Ship construction: Appropriates \$82,700,000 instead of \$54,800,000 as proposed by the House and \$108,880,000 as proposed by the Senate, and approves \$1,115,000 for transfer to salaries and expenses instead of \$1,000,000 as proposed by the House and \$1,232,000 as proposed by the Senate.

The appropriation agreed to by the conferees includes \$2,300,000 for the conversion of two mariners for the American President Lines, \$65,000,000 for the ship replacement program, \$10,000,000 for acquisition of replaced ships, \$4,000,000 for research and development, and \$1,400,000 for administrative and warehouse expenses.

Amendment No. 18—Operating differential subsidies: Approves 2,040 voyages instead of 2,000 as proposed by the House and 2,075 as proposed by the Senate.

Amendments Nos. 19, 20, and 21—Salaries and expenses: Appropriates \$15,350,000 instead of \$15,187,000 as proposed by the House and \$15,500,000 as proposed by the Senate, and authorizes \$6,500,000 for administrative expenses, instead of \$6,482,000 as proposed by the House and \$6,600,000 as proposed by the Senate, and \$1,600,000 for maintenance of shipyards and reserve training facilities and operation of warehouses, instead of \$1,445,000 as proposed by the House and \$1,650,000 as proposed by the Senate.

Inland Waterways Corporation

Amendment No. 22—Reported in disagreement.

National Bureau of Standards

Amendment No. 23—Construction of facilities: Reported in disagreement.

TITLE II—THE PANAMA CANAL

Amendment No. 24—Panama Canal Company: Authorizes \$3,679,000 for general and administrative expenses as proposed by the Senate instead of \$3,562,100 as proposed by the House.

Amendments Nos. 25 and 26—Panama Canal Company: Authorize the purchase of not to exceed 18 passenger motor vehicles for replacement only as proposed by the House.

TITLE III—INDEPENDENT AGENCIES

Amendment No. 27—St. Lawrence Seaway Development Corporation: Authorizes \$325,000 for administrative expenses instead of \$315,000 as proposed by the House.

Amendment No. 28—St. Lawrence Seaway Development Corporation: Reported in disagreement.

Amendment No. 29—St. Lawrence Seaway Development Corporation: Authorizes the purchase of four passenger motor vehicles as proposed by the Senate instead of three as proposed by the House.

Amendments Nos. 30 and 31—Salaries and expenses, Small Business Administration: Appropriate \$1,900,000 as proposed by the Senate instead of \$1,890,000 as proposed by the House, and authorize the transfer of \$4,634,000 from the revolving fund as proposed by the Senate instead of \$4,610,000 as proposed by the House.

PRINCE H. PRESTON,
ALBERT THOMAS,
JOHN J. ROONEY,
SIDNEY R. YATES,
JOHN F. SHELLEY,
DANIEL J. FLOOD,
CLARENCE CANNON,
CLIFF CLEVINGER,
FRANK T. BOW,
EDWARD T. MILLER,
JOHN TABER,

Managers on the Part of the House.

SUPPLEMENTAL FEDERAL RECLAMATION LAWS

Mr. ENGLE. Mr. Speaker, I regret that some Members were taken from

other matters in connection with this quorum call, but I would like to use the opportunity while they are here to restate the basic proposition that is before the House, and that is that this small-projects bill comes back here limited to the 17 Western States, because the House of Representatives a few weeks ago passed separate legislation under the authorship of the gentleman from Texas [Mr. POAGE], which puts the administration of small projects in other areas of the United States under the jurisdiction of the Department of Agriculture; that bill is currently pending over in the Senate. It was not possible to sit and legislate as a conference committee with legislation in separate bills pending before the Senate, which had already passed the House, and to include that legislation then in this conference report.

Mr. POAGE. Mr. Speaker, will the gentleman yield?

Mr. ENGLE. I yield to the gentleman from Texas.

Mr. POAGE. I think the gentleman from California has well stated the situation. Some of the friends of this program, some of those who have been deeply interested in establishing a program all over the United States that would enable people in all parts of the country to enjoy the advantages of local irrigation and other water uses, have felt that if we passed this conference report today before we passed the bill that the Committee on Agriculture brought you some time ago and is now pending in the Senate, that we would be jeopardizing the opportunity to extend this program nationwide.

I think that is a mistake because I believe, if we pass this conference report and make the Engle bill applicable to the 17 Western States, that we have then given them a needed tool with which to work out their problem; that if we can then pass the small watersheds bill, as brought out by the Committee on Agriculture, we will have provided an effective tool for all of the United States; and that between the two we will have a very effective program of water utilization throughout the country.

I know that there are those who say that if you pass this bill you will get no help in passing a watersheds bill. That has not been my experience with the gentleman who now stands before you and those who have worked with him on this bill. I think that we may certainly assume that we will have all the support and all the cooperation that it is possible for them to give us.

I know that in the other body there is a considerable feeling that possibly they might even hold up action on this conference report until such time as they have had an opportunity at least to pass upon the watersheds bill in their committee and determine whether or not they were going to consider it there on the floor. They have that opportunity and I think we may rely upon them to use it intelligently. I do not think we should put ourselves in the position of forcing them to do something that they do not want to do. But I believe that we may rely upon them to do the intelligent thing, and by doing it we will have a well-rounded program.

Mr. ENGLE. Mr. Speaker, I appreciate the statement of the gentleman, and certainly he is correct. The problem develops from the fact that one portion of this program is administered under the Department of the Interior and the other under the Department of Agriculture. Each of those departments recommended separate legislation, concurred in by the Bureau of the Budget. When the separate legislation was passed by the House it preempted that field, so far as that legislation was concerned.

Mr. SMITH of Mississippi. Mr. Speaker, will the gentleman yield?

Mr. ENGLE. I yield to the gentleman.

Mr. SMITH of Mississippi. If the conference report before us today is approved and if the Poage watersheds bill is approved and still it develops that the effort to get an adequate local irrigation program for the States that are not in the present reclamation program is not successful, is it the idea of the gentleman from California that his committee would be receptive to correcting any defects that might develop in the coming year that could not be handled by legislation from the Committee on Agriculture; that is, if it develops that it is necessary for us to bring in the Department of the Interior in the Eastern States into this program, how would the gentleman react to that?

Mr. ENGLE. We tried to do that. Our original bill included the 48 States under the Department of Agriculture. If you have trouble with the Poage bill we will amend this law to put you in.

CALL OF THE HOUSE

Mr. GAVIN. Mr. Speaker, I make the point of order that a quorum is not present.

The SPEAKER. Evidently no quorum is present.

Mr. ALBERT. Mr. Speaker, I move a call of the House.

A call of the House was ordered.

The Clerk called the roll, and the following Members failed to answer to their names:

[Roll No. 68]

Andersen,	Garmatz	Miller, N. Y.
H. Carl	George	Morrison
Ashmore	Gray	Nelson
Bell	Hale	O'Hara, Minn.
Betts	Halleck	Phillips
Boggs	Hays, Ohio	Powell
Bolton,	Healey	Prouty
Oliver P.	Hébert	Rains
Byrne, Pa.	Hesilton	Reed, N. Y.
Cannon	Hoffman, Ill.	Rhodes, Ariz.
Carnahan	Hoffman, Mich.	Richards
Chudoff	Holtzman	Rivers
Cooley	Horan	Robison, Ky.
Coudert	Jackson	Sieminski
Curtis, Mass.	Jensen	Sisk
Dawson, Ill.	Kean	Spence
Deane	Kee	Thompson, La.
Diggs	Kelley, Pa.	Thornberry
Dondero	Krueger	Tumulty
Dorn, S. C.	Lane	Velde
Dowdy	McConnell	Vorys
Eberharter	McIntire	Wainwright
Fjare	Machrowicz	Wickersham
Fogarty	Mailhard	Williams, N. J.
Fulton	Mason	Wolverton
Gamble	Miller, Calif.	Zelenko

The SPEAKER. Three hundred fifty-one Members are present, a quorum.

By unanimous consent, further proceedings under the call were dispensed with.

SUPPLEMENTING FEDERAL RECLAMATION LAWS

The SPEAKER. The gentleman from California will proceed.

Mr. ENGLE. Mr. Speaker, at the time of the quorum call I was answering a question by the gentleman from Mississippi preparatory to getting around to yielding some time to the gentleman from Pennsylvania [Mr. SAYLOR] which I will do immediately after answering this question.

The gentleman from Mississippi asked whether or not our committee would cooperate in getting irrigation benefits for the Eastern and Southern States if for some reason or other difficulty is encountered with the Poage bill.

My answer to him is that the bill now before us when it came out of our committee applied to the 48 States but provided for the administration of the entire program in the whole country by the Department of the Interior. On the floor of the House, however, the Department of Agriculture was put in charge of projects outside of the 17 Western States which, of course, is the genesis of the difficulty we have had and as a result of which separate legislation has been introduced to authorize these small projects by the Department of Agriculture in other parts of the country.

So the answer to the gentleman's question is, Yes; and the precedent of the committee's action in including the 48 States is the best evidence I can cite to him of our intention and the attitude of our committee with reference to aiding the other States.

The SPEAKER. The time of the gentleman from California has expired.

Mr. ENGLE. Mr. Speaker, I yield 10 minutes to the gentleman from Pennsylvania [Mr. SAYLOR].

(Mr. SAYLOR asked and was given permission to revise and extend his remarks.)

Mr. SAYLOR. Mr. Speaker, in May of 1955 when the House Committee on Interior and Insular Affairs reported the bill H. R. 5881 to the House, the jurisdiction of the Secretary of the Interior extended to the 48 States and the Territories of Hawaii and Alaska. When that bill was called up for debate on the floor of the House on May 26, 1955, there was an amendment offered by Mr. Jones of Alabama to limit the authority of the Secretary of the Interior to the 17 Western Reclamation States and in the 31 Midwestern, Eastern, Southern States and the Territories of Hawaii and Alaska the Secretary of Agriculture would administer the provisions of the bill. That is the way the bill passed the House.

It went over to the Senate, and the Senate also passed a bill covering the 48 States and the Territories of Hawaii and Alaska.

We went to conference in June of 1955. The conferees appointed on the part of the House were our good chairman, Mr. ENGLE, Mr. ASPINALL, Mr. O'BRIEN of New York, Mr. MILLER of Nebraska, and myself. The managers on the part of the Senate were Senators ANDERSON, BIBLE, WATKINS, BARRETT, and LONG of Louisiana.

Digest of CONGRESSIONAL PROCEEDINGS

OF INTEREST TO THE DEPARTMENT OF AGRICULTURE

OFFICE OF BUDGET AND FINANCE
(For Department Staff Only)

Issued
For actions of

June 15, 1956
June 14, 1956
84th-2nd, No. 99

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HIGHLIGHTS: House committee ordered reported revised housing bill. Both Houses agreed to conference report on Commerce appropriation bill. Ready for President. Senate committee reported bill to extend Defense Production Act. Sen. Capehart urged new research program to develop additional industrial uses of agricultural products. Senate passed bill to extend Export Control Act.

HOUSE

1. APPROPRIATIONS. Both Houses agreed to the conference report on H. R. 10899, the Commerce Department and related agencies appropriation bill for 1957. pp.9334, 9373 This bill is now ready for the President.
2. FARM LOANS. The Banking and Currency Committee ordered reported H. R. 11742, to extend and amend laws relating to the provision and improvement of housing and conservation and development of urban communities, and certain farm housing programs. p. D629
The "Daily Digest" states that the Rules Committee granted a rule for the consideration of H. R. 11544, to amend the Bankhead-Jones Farm Tenant Act, to improve and simplify credit facilities available to farmers. p. D630
3. ALASKA; FORESTS. Conferees were appointed on H. R. 6376, to provide for the hospitalization and care of the mentally ill of Alaska, including a grant of not to exceed 1 million acres of public lands to assist in carrying out the program (includes lands eliminated from national forests). p. 9374 Senate conferees have not yet been appointed.

4. **CONTRACTS.** Rep. Crumpacker requested and received permission for the Judiciary Committee to file, by Fri. midnight, a report on S. 1644, to prescribe policy and to improve existing procedure and practices in connection with the letting of lump-sum Federal construction contracts and to place the awarding of such contracts on a more efficient basis. p. 9374
5. **AREA ASSISTANCE.** Rep. Flood spoke in favor of his bill H. R. 11715, to alleviate certain conditions in areas of excessive unemployment. p. 9384
6. **LEGISLATIVE PROGRAM.** Rep. McCormack announced the following schedule for the week of June 18: Mon., Consent Calendar, then bills relating to definition of dry milk solids and the development of improved marketing facilities; Tues., Private Calendar; and balance of the week, new farm loan bill, housing bill, and supergrades bill. p. 9374
7. **ADJOURNED** until Mon., June 18. pp. 9374, 9384

SENATE

8. **RESEARCH.** Sen. Capehart urged passage of his bill (S. 3503) providing for a research program for the development of increased and additional industrial uses of agricultural products, and inserted several statements and newspaper articles in support of the bill. p. 9315
9. **DEFENSE PRODUCTION.** The Banking and Currency Committee reported with amendments H. R. 9852, to extend the Defense Production Act of 1950 (S. Report. 2237). p. 9261
10. **FOREIGN TRADE.** Passed with amendments H. R. 9052, to extend the Export Control Act of 1949 for 2 years. p. 9361
11. **SAFETY.** Sen. Humphrey inserted a magazine editorial in support of S. 3517, to provide for the reorganization of the Government safety functions p. 9260
12. **APPROPRIATIONS.** The Appropriations Committee reported with amendments H.R. 11473, the legislative branch appropriation bill for 1957 (S. Rept. 2236). p. 9260
13. **LAWS.** The Judiciary Committee reported with an amendment S. 3143, to establish rules of interpretation governing questions of the effect of acts of Congress on State laws (S. Rept. 2230). p. 9260
14. **FOOD SUPPLY.** Sen. Payne inserted and commented on a survey of the National Academy of Sciences concerning the effects of radioactivity on heredity, environment, and food supply. p. 9267
15. **WATER POLLUTION.** Conferees were appointed on S. 890, to extend and strengthen the Water Pollution Control Act. House conferees were appointed June 13. p. 9281
16. **PRICE SUPPORTS.** Agreed to S. Res. 283, authorizing the Library of Congress and the staff of the Agriculture and Forestry Committee to prepare a compilation of material related to the price support program for use of high school debaters. Sen. Knowland gave notice of a motion to reconsider the vote by which the resolution was agreed to. Sen. Aiken criticized certain material to be included in the compilation. pp. 9264, 9338

In our experiment station organization we have a committee known as the organization and policy committee which is represented by directors from the four areas of the country. This committee appoints a legislative committee consisting of one director from each region. We have found in the past that it is desirable for us to have all legislative matters handled by the members of this committee. They are authorized to speak for the directors.

The chairman of our organization and policy committee has requested that the legislative committee handle the testimony for the station directors in support of your bill. I trust, therefore, that having the matter handled in this way will prove satisfactory to you.

Very sincerely yours,
MASON H. CAMPELL,
Dean and Director.

VIRGINIA POLYTECHNIC INSTITUTE,
V. P. I. AGRICULTURAL EXTENSION SERVICE,
Blacksburg, Va., May 19, 1956.
Hon. HOMER E. CAPEHART,
United States Senate, Washington, D. C.

DEAR SENATOR CAPEHART: On my return to the office, I found your letter of May 2 and the speech which you made on the uses for farm products in industry and new markets created thereby. I deeply appreciate this and feel that you are on the right track. Certainly, we need a great deal more research in the utilization of farm products. The bill and your speech certainly indicate a thorough consideration of this long-range problem. I sincerely hope that we can be of assistance in this field and will collaborate at the very first opportunity with Dr. H. N. Young, the director of our agricultural experiment station.

Thanking you for your thoughtfulness, I am,

Respectfully yours,
W. H. DAUGHTREY,
Associate Director.

NORTH CAROLINA STATE COLLEGE,
SCHOOL OF AGRICULTURE,
Raleigh, N. C., May 16, 1956.
Senator HOMER E. CAPEHART,
United States Senate,
Washington, D. C.

DEAR SENATOR CAPEHART: Reference is made to your letter of May 2, in which you enclose the bill that you introduced which would provide an attack toward the solution of the farm problem by developing new uses for many of our surplus farm products. I am sure that all of us feel that there are real possibilities in exploring further such uses and we are pleased that the Congress is giving attention to this most important subject. The organization of State Agricultural Experiment Station Directors has a legislative committee, of which Director Louis Hawkins, of the Oklahoma Agricultural Experiment Station, at Stillwater, Okla., is the chairman. I am sure that you would consider it most appropriate for our appearance in your hearings to come through such a committee. I am assuming, therefore, that you wrote to him also and, furthermore, that when the opportunity arises for hearings that he and members of his committee will represent all of the rest of the experiment station directors.

Very sincerely yours,
R. L. LOVVORN,
Director of Research.

EXTENSION SERVICE,
COLLEGE OF AGRICULTURE,
New Brunswick, N. J., May 17, 1956.
Hon. HOMER E. CAPEHART,
Senate Office Building,
Washington, D. C.

DEAR SENATOR CAPEHART: I am appreciative of the fact that you have sent me the copy of the CONGRESSIONAL RECORD containing your

suggestions relative to a new research program leading toward greater utilization of farm products.

If uses for agricultural products can be developed on a basis which will make it economically sound to produce and process the crops in question, I am sure that the farm problem will be solved.

We are very much interested in the plans which you propose but must confess that over the years we have been discouraged by the chemurgic attempts which have, for the most part, met with failure because of the prohibitive costs involved in processing the various agricultural products. Certainly, however, we should not permit such a defeatist attitude to occupy our minds, and we, therefore, will follow with the greatest interest the results of your research campaign.

Sincerely yours,
LINDLEY G. COOK,
Associate Director.

UNIVERSITY OF DELAWARE,
SCHOOL OF AGRICULTURE,
Newark, Del., June 4, 1956.
Hon. HOMER E. CAPEHART,
United States Senate,
Washington, D. C.

DEAR SENATOR CAPEHART: This is in response to your letter of May 2, 1956, which accompanied the copy of the speech which you made before the Senate March 21, 1956, concerning a \$100 million research program to double the demand for farm products through discovery of new industrial uses and utilization of new processes already known. I have read your remarks and those of your distinguished colleagues with considerable interest. I am enthusiastic about the possibilities of such a research program. I believe it could be made to yield extremely worthwhile results.

One may wonder why land-grant colleges and agricultural experiment stations have not made more progress on this problem in the past. I would suggest that part of the difficulty arises out of the fact that, as you have indicated in your speech before the Senate, the approaches in the past have only been nibbling at the fringes of the problem. Each new increment in available research funds has been too small to accomplish the large purposes such as you visualize. Each of these increments have been programed well in advance and by and large have been programed primarily in terms of the facilities and research personnel available. This has tended to keep us in something of a rut.

Your approach provides for a stimulus for a new approach not committed to present proposals or programs. We hope that this proposal receives the consideration which it merits.

Sincerely yours,
G. FRED SOMERS,
Associate Dean and Associate Director.

COLLEGE OF AGRICULTURE OF THE
OHIO STATE UNIVERSITY,
Columbus, Ohio, May 23, 1956.
The Honorable HOMER E. CAPEHART,
The United States Senate,
Washington, D. C.

DEAR SENATOR CAPEHART: This will acknowledge receipt of your letter of recent date concerning the importance of marketing programs as the ultimate solution to the farm problem. We appreciated very much the attached copy of your speech made in the Senate on March 21.

The Agricultural Extension Service has given major emphasis to marketing education programs during the years past with added emphasis to this phase of the program during the last few years. We operate in the area of overall marketing education in assisting rural people in developing new markets, new marketing facilities, and in the orderly movement of agricultural products. During recent years we in Ohio have become

involved in a broad consumer marketing program by assisting the consumers in general by furnishing marketing information on seasonal supplies and buys and in an effort to further promote the orderly marketing of agricultural products. We appreciate very much your interest in this area and agree that much can be accomplished by promoting still further the marketing program.

Very truly yours,
W. B. WOOD,
Director.

VIRGINIA POLYTECHNIC INSTITUTE,
DEPARTMENT OF AGRICULTURAL
ENGINEERING,
Blacksburg, Va., June 7, 1956.
Hon. HOMER E. CAPEHART,
United States Senate,
Washington, D. C.

DEAR SENATOR CAPEHART: I regret that I have not replied to your letter in reference to your speech on the farm problem. I have read your speech and the comments by yourself and others with a great deal of interest. The solution of many agricultural problems, as you have indicated, lies in research and education. The amount of money spent for research in agriculture is very small compared to that spent in industry. Additional funds expended for research could go a long way toward helping to solve some of our most vexing farm problems.

Thanking you for your courtesy in sending me a copy of your talk, I am,

Very truly yours,
L. B. DIETRICK,
Dean of Agriculture and Director of
Extension.

Mr. CAPEHART. Mr. President, why do we ask the American farmer to cut back his production? Why do we not say to him, "We are going to find new uses for farm products in industry. We are going to find new uses for your products. We want you to grow more, not less. We want your income to be greater, not smaller. We want to create new jobs in America, not fewer?"

Mr. President, I wish to say a word or two about a certain school of thought to whose expressions I have listened occasionally. I refer to the thought which is entertained by many persons that the small or marginal farmer must be eliminated, that such a farmer has no place in the scheme of things today. I say shame on any man who makes such a statement. The small farmer can be eliminated, if it is desired to do that, and his land can be turned over to the big farmer. But what will happen? The big farmer will grow more on the land which will be turned over to him than did the small farmer. So we shall have more production. We shall have more surpluses. We shall not have solved any problem by transferring the acreages of the small farmer to the big farmer. We will increase the problem rather than decrease it. What made America great was having a multitude of small farmers and a market for the products they grew.

Let us establish a research laboratory. Let us appropriate the necessary money for it. Let us get the American people thinking about the problem. Let us spend as much time and money in trying to find new uses for farm products as we have spent in showing the farmers how to grow more, so the small farmer on a 40-, 80-, or 100-acre farm can remain in production. A farmer today can produce about twice as much as he

used to, by the use of new types of fertilizer and seeds. Let us find new uses for his products, so he can live on the farm and can produce on his acres, regardless of how small his farm may be, and receive sufficient income to make a living. If we do not do that, if we go in the opposite direction, we shall travel backward and bring about a peasant system, a feudal system in America, in which a few farmers will own all the land. That is not what we want. That is why hundreds of thousands of Europeans left Europe originally and came to America. They left to get away from big landowners, so they might own a few acres and make a living from them. Let us create new markets for farm products. Let us find new uses for farm products.

I again say I hope the Senate Committee on Agriculture and Forestry will hold hearings on the bill. I dislike saying this, but I hope we shall not have to make a political issue of the matter, because the farm problem is not a political problem; it is an economic problem. Let us handle it as an economic problem. Let us have the bill reported, or if the bill I have introduced is not reported, let some bill which is similar to it in substance be reported, and let us go forward in finding new uses for farm products and new markets.

Mr. President, I previously asked permission to have printed in the RECORD letters I have received from people scattered all over the United States, who have shown a keen interest in this proposal. I have many more letters. I think I shall withhold them until I make another speech on this subject, which I hope I shall not have to make.

I trust the Senate Committee on Agriculture and Forestry will hold hearings on the bill and report it. As Senators know, Congress passed a farm bill. It was not entirely satisfactory to everybody, but, generally speaking, I think it was a good bill. It was as good as any which could be had. I am not criticizing the bill or anyone who had anything to do with it at all. We found ourselves faced with huge surpluses, and we had to get rid of them somehow. We found ourselves faced with the surplus production of farmers who, as a result of help from the Government over a period of years, amounting to billions of dollars, produced crops in such quantity that the market could not absorb them. If we will spend as much time, money, effort, and ingenuity in finding new uses for farm products as we have spent time, money, effort, and ingenuity in showing the farmers how to produce more, we will permanently solve the farm problem.

I appreciate the remarks made by the able Senator from Nebraska [Mr. CURTIS]. I am directing my closing remarks to the chairman of the Committee on Agriculture and Forestry and the chairman of the subcommittee which would handle the bill I have introduced. I request them, I urge them—yes; I even beg them—not on behalf of myself as the author of the bill, not on behalf of myself as a farmer, but in behalf of all farmers and all Americans, to report the bill; so that we may proceed in an earnest effort, not next year, but this year,

to find new uses for farm products, and new markets, thus assuring prosperity to the farmers of America, and eliminating the idea that they can become more prosperous by reducing farm production. Moreover, by finding new uses for farm products, we shall be able to eliminate the great price which the farm program has been costing the American taxpayers. I have been told that it will cost \$365 million this year to store surplus commodities. My bill asks only for \$100 million in the next year to find new uses for farm products. I hope we can get the job done before Congress adjourns, which I hope will be within the next 30 days.

Mr. President, I yield the floor.

MESSAGE FROM THE HOUSE

A message from the House of Representatives, by Mr. Bartlett, one of its clerks, announced that the House had disagreed to the amendments of the Senate to the bill (H. R. 6376) to provide for the hospitalization and care of the mentally ill of Alaska, and for other purposes; asked a conference with the Senate on the disagreeing votes of the two Houses thereon, and that Mr. O'BRIEN of New York, Mr. EDMONDSON, Mrs. GREEN of Oregon, Mr. MILLER of Nebraska, and Mr. SAYLOR were appointed managers on the part of the House at the conference.

The message also announced that the House had agreed to the amendments of the Senate to the bill (H. R. 7471) to provide for the conveyance of certain lands of the United States to the Board of Commissioners of St. Johns County, Fla.

The message also announced that the House had agreed to the report of the committee of conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H. R. 10899) making appropriations for the Department of Commerce and related agencies for the fiscal year ending June 30, 1957, and for other purposes, and that the House receded from its disagreement to the amendments of the Senate numbered 22, 23, and 28 to the bill, and concurred therein.

DEPARTMENT OF COMMERCE AND RELATED AGENCIES APPROPRIATION BILL, 1957—CONFERENCE REPORT

Mr. HOLLAND. Mr. President, I understand that the conference report on H. R. 10899, the appropriation bill for the Department of Commerce and related agencies, has been acted upon by the House and has reached the Vice President's desk. Preliminarily to calling it up, I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The Legislative Clerk proceeded to call the roll.

Mr. HOLLAND. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER (Mr. BIBLE in the chair). Without objection, it is so ordered.

Mr. HOLLAND. Mr. President, before calling up the conference report, I wish to state that the report is signed by all the conferees on the part of both the Senate and the House of Representatives; that I have notified the Senate leadership on both sides of the aisle, and there is no objection to taking up the conference report; and that I have notified the ranking minority member of the Commerce Subcommittee of the Senate Appropriations Committee, who has asked me to proceed without further delay. So far as I know, there is no opposition to consideration of the report at this time.

Mr. President, I submit the report of the committee of conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H. R. 10899) making appropriations for the Department of Commerce and related agencies for the fiscal year ending June 30, 1957, and for other purposes. I ask unanimous consent for the immediate consideration of the report.

The PRESIDING OFFICER. The report will be read for the information of the Senate.

The legislative clerk read the report.

(For conference report, see House proceedings of June 12, 1956, pp. 9070-9071, CONGRESSIONAL RECORD.)

The PRESIDING OFFICER. Is there objection to the present consideration of the report?

There being no objection, the Senate proceeded to consider the report.

The PRESIDING OFFICER. The question is on agreeing to the report.

Mr. HOLLAND. Mr. President, I am glad to see that the ranking minority member of the subcommittee which handled this measure [Mrs. SMITH of Maine], and who also served in the same capacity as one of the conferees on the part of the Senate, is present.

In making a brief summary of the conference report—which, as I have said, is signed by all the conferees of both the Senate and the House of Representatives—I wish to give a few figures.

Under the conference report, the amount to be appropriated for the agencies covered by the bill is \$1,416,732,000 for the fiscal year 1957. This amount is \$29,584,000 less than the amount included in the Senate version of the bill, which the Senate passed some days ago. It is \$34,729,000 more than the amount included in the House version of the bill. It is under the amount of the Budget estimates by \$105,941,000, and is under the amount of the 1956 appropriations for the same agencies by \$62,266,500.

Mr. President, in connection with the conference report, I ask unanimous consent to have printed at this point in the RECORD, as a part of my remarks, a table showing the conference committee's action on the bill, as contrasted with the Budget estimates, the amounts carried in the House version of the bill, and the amounts carried in the Senate version of the bill, for each of the agencies and objectives separately covered in the bill.

There being no objection, the table was ordered to be printed in the RECORD, as follows:

Department of Commerce and related agencies appropriation bill 1957 (H. R. 10899)

Appropriation (1)	Appropriations, 1956 ¹ (2)	Budget esti- mates, 1957 (3)	House bill (4)	Senate bill (5)	Conference action (6)
TITLE I. DEPARTMENT OF COMMERCE					
GENERAL ADMINISTRATION					
Salaries and expenses.....	\$2,312,500	\$2,500,000	\$2,425,000	\$2,465,000	\$2,450,000
CENSUS BUREAU					
Salaries and expenses.....	7,415,500	7,620,000	7,413,000	7,575,000	7,475,000
Census of governments.....		2,100,000	1,750,000	2,100,000	1,750,000
National housing inventory.....		1,800,000	1,000,000	650,000	1,000,000
1958 censuses of business, transportation, manufactures, and mineral industries.....		150,000	150,000	150,000	150,000
Censuses of business, manufactures, and mineral industries.....	4,304,000	(2)	(2)	(2)	(2)
Census of agriculture.....	5,412,500				
	17,132,000	11,670,000	10,313,000	10,475,000	10,375,000
CIVIL AERONAUTICS ADMINISTRATION					
Operation and regulation.....	112,640,000	128,500,000	125,000,000	128,608,000	126,804,000
Establishment of air-navigation facilities.....	16,000,000	40,000,000	37,500,000	40,000,000	40,000,000
Grants-in-aid for airports (liquidation of contract authorization).....		30,000,000	30,000,000	30,000,000	30,000,000
Washington National Airport:					
Maintenance and operation.....	1,388,000	1,500,000	1,500,000	1,500,000	1,500,000
Construction.....	3,125,000				
Maintenance and operation, public airports, Territory of Alaska.....	617,500	618,000	618,000	618,000	618,000
Air navigation development.....	1,050,000	2,000,000	1,500,000	1,500,000	1,500,000
Establishment of air navigation facilities (liquidation of contract authorizations).....	7,000,000				
Grants-in-aid for airports.....	20,000,000				
Federal-aid airport program (liquidation of contract authority).....	7,500,000				
	169,320,500	202,618,000	196,118,000	202,226,000	200,422,000
CIVIL AERONAUTICS BOARD					
Salaries and expenses.....	4,390,000	4,700,000	4,550,000	4,700,000	4,625,000
Payments to air carriers.....	52,500,000	20,000,000	15,000,000	17,400,000	16,200,000
	56,890,000	24,700,000	19,550,000	22,100,000	20,825,000
COAST AND GEODETIC SURVEY					
Salaries and expenses.....	10,724,000	11,620,000	10,800,000	11,020,000	10,900,000
Construction of a surveying ship.....		3,700,000	3,400,000	3,700,000	3,700,000
	10,724,000	14,720,000	14,200,000	14,720,000	14,600,000
BUSINESS AND DEFENSE SERVICES ADMINISTRATION					
Salaries and expenses.....	6,600,000	7,500,000	7,200,000	6,900,000	6,900,000
BUREAU OF FOREIGN COMMERCE					
Salaries and expenses.....	2,130,500	2,450,000	2,400,000	2,400,000	2,400,000
Export control.....	2,836,000				
	4,966,500	2,450,000	2,400,000	2,400,000	2,400,000
OFFICE OF BUSINESS ECONOMICS					
Salaries and expenses.....	960,000	1,200,000	1,000,000	900,000	960,000
MARITIME ACTIVITIES					
Ship construction.....	86,450,000	³ 151,600,000	54,800,000	108,880,000	82,700,000
Operating-differential subsidies.....	140,000,000	124,000,000	124,000,000	124,000,000	124,000,000
Salaries and expenses.....	14,875,500	15,500,000	15,187,000	15,500,000	15,350,000
Maritime training.....	2,185,000	2,200,000	2,200,000	2,200,000	2,200,000
State marine schools.....	660,000	660,000	660,000	660,000	660,000
Shipyard mobilization planning.....		1,000,000			
Vessel operations revolving fund.....	Language	Language	Language	Language	Language
Repair of reserve fleet vessels (liquidation of contract authorization).....	6,000,000	⁴ (156,000)	(150,000)	(150,000)	(150,000)
War Shipping Administration liquidation.....	(5)	(6)	(6)	(6)	(6)
	250,170,500	294,960,000	196,847,000	251,240,000	224,910,000
INLAND WATERWAYS CORPORATION					
Administrative expenses limitation.....	(14,000)	(14,000)		(14,000)	(14,000)
PATENT OFFICE					
Salaries and expenses.....	14,500,000	17,000,000	17,000,000	17,000,000	17,000,000
BUREAU OF PUBLIC ROADS					
Federal-aid highways.....	740,000,000	800,000,000	775,000,000	775,000,000	775,000,000
Forest highways.....	24,750,000	23,000,000	23,000,000	23,000,000	23,000,000
Public lands highways (liquidation of contract authorization).....	2,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Inter-American highway.....	62,980,000				
	829,730,000	824,000,000	799,000,000	799,000,000	799,000,000
NATIONAL BUREAU OF STANDARDS					
Expenses.....	7,413,500	0,000,000	8,750,000	8,750,000	8,750,000
Plant and equipment.....	995,000	500,000	450,000	450,000	450,000
Construction of facilities.....		2,750,000		930,000	930,000
	8,408,500	12,250,000	9,200,000	10,130,000	10,130,000
WEATHER BUREAU					
Salaries and expenses.....	34,150,000	35,500,000	35,400,000	35,400,000	35,400,000
Establishment of meteorological facilities.....	7,500,000	2,500,000	2,500,000	2,500,000	2,500,000
	41,650,000	38,000,000	37,900,000	37,900,000	37,900,000
Total, title I.....	1,413,364,500	1,453,568,000	1,313,153,000	1,377,456,000	1,347,872,000

Footnotes at end of table.

Department of Commerce and related agencies appropriation bill 1957 (H. R. 10899)—Continued

Appropriation (1)	Appropriations, 1956 ¹ (2)	Budget esti- mates, 1957 (3)	House bill (4)	Senate bill (5)	Conference action (6)
TITLE II. THE PANAMA CANAL					
CANAL ZONE GOVERNMENT					
Operating expenses.....	\$14,948,000	\$15,660,000	\$15,410,000	\$15,410,000	\$15,410,000
Capital outlay.....	1,800,000	(7)	(7)	(7)	(7)
	16,748,000	15,660,000	15,410,000	15,410,000	15,410,000
PANAMA CANAL COMPANY					
Administrative expense limitation.....	(3,789,000)	(3,679,000)	(3,562,100)	(3,679,000)	(3,679,000)
Total, title II.....	16,748,000	15,660,000	15,410,000	15,410,000	15,410,000
TITLE III. INDEPENDENT AGENCIES					
Advisory Committee on Weather Control.....	275,000	(8)	(9)	(9)	(9)
St. Lawrence Seaway Development Corporation:					
Administrative expense limitation.....	(280,000)	(325,000)	(315,000)	(325,000)	(325,000)
Small Business Administration:					
Salaries and expenses.....	2,128,000	⁹ 1,890,000	1,890,000	1,900,000	1,900,000
Revolving fund.....	45,000,000	⁹ 50,000,000	50,000,000	50,000,000	50,000,000
Total, Small Business Administration.....	47,128,000	51,890,000	51,890,000	51,900,000	51,900,000
Tariff Commission.....	1,483,000	1,555,000	1,550,000	1,550,000	1,550,000
Total, title III.....	48,886,000	53,445,000	53,440,000	53,450,000	53,450,000
Grand total, titles I, II, and III.....	1,478,998,500	1,522,673,000	1,382,003,000	1,446,316,000	1,416,732,000

¹ Includes funds contained in the "Second Supplemental Appropriation Act, 1956."² Transfer of not to exceed \$900,000 from "Census of Agriculture, 1956."³ Includes reduction of \$13,000,000 contained in H. Doc. 365.⁴ Contained in H. Doc. 365.⁵ Not to exceed \$24,000,000 of unexpended balance continued available.⁶ Unexpended balance to be continued available as contained in H. Doc. 365.⁷ Language authorizing use of funds for purchase of passenger motor vehicles.⁸ Unobligated balance to be continued available through July 30, 1956.⁹ As amended by H. Doc. 379.

Mr. HOLLAND. Mr. President, by way of a brief reference to the principal changes to be found in the conference report on the bill, as compared with the form in which the bill was passed by the Senate, I wish to call attention to five items, which constitute the principal changes, although not the only ones.

In connection with the establishment of air-navigation facilities program of the Civil Aeronautics Administration, the Senate will recall that it supported the full amount to begin carrying out the 5-year plan for modernizing our air-navigation facilities, the full amount being \$40 million. The House had approved an amount slightly smaller than that. After discussion, the conferees were in unanimous accord that the full amount of \$40 million should be made available, in order that there be no discouragement whatever to the completion on schedule of the badly needed improved system of air-navigation facilities.

The second of the notable changes made in the Senate version had to do with the appropriation for payments to air carriers by the Civil Aeronautics Board. The House had allowed for this particular objective \$15 million. The Senate had allowed \$17,400,000. The conferees, in their judgment, split the difference evenly as between the two amounts, and the conference report carries for this item \$16,200,000.

The third notable change comes under the Coast and Geodetic Survey. The Senate will recall that the new time for this Agency was for the construction of 1 of the 2 new surveying ships which have recently been authorized by the Congress. The conference committee approved the action of the Senate in providing the full amount needed, not only for the construction of the ship, but for the installation of the very complicated

facilities which must be built into the ship in most cases, and therefore must be bought and made available at the time the ship is actually being constructed. That item, therefore, is the same as the amount allowed by the Senate, namely, \$3,700,000.

The largest change in the conference report has to do with the ship construction item under Maritime Activities in the Department of Commerce. The House had allowed \$54,800,000. The Senate had allowed \$108,880,000 for this very important objective. After considerable discussion, the amount which was agreed upon by all the conferees, and which appears in the conference report, was \$82,700,000 for ship construction.

The fifth principal change to which I call attention is that the action of the Senate was followed in providing for the purchase of a site for new headquarters for the National Bureau of Standards and the construction of facilities at such headquarters. Senators may recall that pursuant to a recommendation of the Senate committee a very modest beginning was made on that important objective by including in the Senate version of the bill \$930,000, subject to certain conditions, which have been fully met.

The conferees were unanimously of the feeling that that item should stand in the bill, and that the important acquisition of land and construction of new facilities should get underway. So the item for construction of facilities for the National Bureau of Standards, in the amount of \$930,000, remains in the bill.

There are, of course, other interesting items in the report. However, unless there are questions from my distinguished colleague, the ranking minority member of the subcommittee, the distinguished senior Senator from Maine [Mrs. SMITH], or from other Senators, I shall be very happy to submit the report at this time for action by the Senate.

The PRESIDING OFFICER. The question is on agreeing to the conference report.

The report was agreed to.

The PRESIDING OFFICER laid before the Senate a message from the House of Representatives announcing its action on certain amendments of the Senate to House bill 10899, making appropriations for the Department of Commerce and related agencies for the fiscal year ending June 30, 1957, and for other purposes, which was read as follows:

IN THE HOUSE OF REPRESENTATIVES, U. S.
June 14, 1956.

Resolved, That the House recede from its disagreement to the amendments of the Senate numbered 22, 23, and 28 to the bill (H. R. 10899) entitled "An act making appropriations for the Department of Commerce and related agencies for the fiscal year ending June 30, 1957, and for other purposes," and concur therein.

Mr. HOLLAND. Mr. President, I notice that my distinguished friend, the junior Senator from Alabama [Mr. SPARKMAN] is not present in the Chamber. He expected to be present, if possible, at the time of consideration of the conference report, but was detained in committee and was not sure he could be present. He asked me to request unanimous consent for the printing in the RECORD at this point of a statement he prepared with respect to certain items in the conference report. Attached to his statement are certain letters, as well as a copy of an editorial from the June 12 issue of the Journal of Commerce.

I ask unanimous consent that all those items be printed in the RECORD at this point.

There being no objection, the statement, letters, and editorial were ordered to be printed in the RECORD, as follows:

STATEMENT BY SENATOR SPARKMAN

I regret that the conference committee on the commerce appropriation did not find it

possible to include funds for the improvement of construction statistics and the improvement of a number of important statistical series compiled by the Office of Business Economics, including data on manufactures, inventories and orders, new plant and equipment, and consumer expenditures for goods and services. Since the House-passed bill had provided modest amounts for both of these programs it was hoped that the conference would accept the House figure.

Senator PAYNE and Senator FLANDERS, who proposed amendments providing for these programs during the Senate debate, explained the urgent need for improving these basic statistical tools. Several members of the joint Economic Committee joined with Senator FLANDERS and me in supporting these amendments. The amendments were subsequently withdrawn in an effort to expedite passage of the bill. In response to the request of the chairman of the Appropriations Subcommittee, Senator HOLLAND, Senator FLANDERS, and I submitted letters to him giving further explanation of why the joint Economic Committee was particularly concerned about improving the statistics in these areas. In connection with possible future actions, I ask that these letters be included as part of the record. I also ask that there be included a copy of the letter which I sent to the Appropriations Subcommittee prior to their consideration of the bill, pointing out the need for assuring funds in this area.

I am sure it will be of interest to Members of the Senate also to know that the Journal of Commerce only day before yesterday pointed out the acute need for doing something to improve key data which are needed for economic decisionmaking. I ask that the editorial from this well-known business paper be included also in the RECORD.

These data are needed not only by private business, but by the Government—executive and legislative—in Government policymaking. I hope there will be another opportunity to provide these needed funds.

JUNE 4, 1956.

The Honorable SPESSARD L. HOLLAND,
United States Senate,
Washington, D. C.

DEAR SENATOR HOLLAND: During the Senate debate on the Department of Commerce appropriation, you invited written statements for consideration by the conferees in reaching agreement on this appropriation.

I should like to express again my interest, and that of the Joint Committee on the Economic Report, in two items in the Commerce appropriation, and urge that the Senate conferees accept the higher amount passed by the House for each of these two items:

(1) Improvement of construction statistics, by the Business and Defense Services Administration.

(2) Improvement in economic statistics, by the Office of Business Economics.

The direct concern of the Joint Committee on the Economic Report in these two programs was indicated in my letter to you of May 9, printed on page 535 of the Senate Hearings on the Commerce appropriation. Needed improvements in these programs have been specific subjects of investigation by the Joint Economic Committee's Subcommittee on Economic Statistics, of which I am the Senate member.

On the construction statistics program, the committee supported the increase requested last year for the construction statistics program, and in Senate Report No. 1309, issued January 5, 1956, urged again that funds be provided this year to make possible the extensive improvements needed in this program. As pointed out by the committee, better data are needed in this area because of the importance of construction to our econ-

omy and the need for accurate information on the health of this industry in appraisal of the economic outlook.

Some confusion seems to have arisen, understandably, over the relationship of the construction statistics program in the Business and Defense Services Administration and the National Intercensal Housing Survey to be made by the Bureau of the Census. Although it appears that these two items are similar, actually they are quite distinct, each contributing separate information needed in appraising change and determining policy in the housing and construction areas. The Census Bureau's housing survey is planned as a one-time survey, approximately midway between the 1950 and 1960 Censuses of Housing, to provide national figures on the number of dwelling units and the changes which have taken place since the 1950 census. The construction statistics program in the Business and Defense Services Administration, on the other hand, is not a one-time survey of the census type, but a continuing program which supplies the current measures of construction activity used in economic analysis. The housing survey is concerned primarily with what has happened to houses already in existence, while the construction statistics are designed to provide more reliable information on dollar expenditures currently being made for all types of construction—nonresidential as well as housing, new construction as well as additions, alterations and repairs.

I hope that the Senate conferees will agree to the \$350,000 allowed for this item by the House. This amount will not make possible all the improvements planned for next year, but will at least make a beginning on strengthening these series so that they may more adequately meet the important purposes for which they are used.

In the Office of Business Economics, most of the increases proposed for 1957 were for specific improvements which had been recommended by the Joint Economic Committee. The House allowance of \$1 million out of the \$1,200,000 included in the budget estimate means an increase of only \$40,000 out of \$240,000 requested. I feel that it is important that provision be made at the earliest possible opportunity for the full amount of the increase requested for this agency. In the meantime, I sincerely hope that the Senate conferees will accept the House figure of \$1 million in place of the Senate figures of \$900,000, which would actually decrease funds available for these key economic series below the level available this year.

Sincerely yours,

JOHN SPARKMAN.

The Honorable SPESSARD L. HOLLAND,
United States Senate,
Washington, D. C.

DEAR SENATOR HOLLAND: I should like to take this opportunity to comply with your kind request, in the Senate debate on the Commerce appropriation bill, to give you a written statement in support of increased funds for the Office of Business Economics.

The 1957 budget included an increase of \$240,000 for this agency, to finance improvements needed in four areas:

(1) Consumer expenditures for goods and services (\$55,000);

(2) Manufacturers' inventories and orders (\$70,000);

(3) Anticipated expenditures by all business for new plant and equipment (\$95,000); and

(4) Resumption of quarterly reports on businesses started and businesses discontinued (\$20,000).

Late in 1954 the Joint Committee on the Economic Report asked the Federal Reserve Board to establish consultant committees of experts to appraise the adequacy of present

statistics on consumer and business expectations, inventories, and savings. The reports of these committees were submitted to the joint committee during the summer and fall of 1955, and discussed in public hearings. Recommendations made by the expert consultants were reviewed by the Joint Committee's Subcommittee on Economic Statistics, and this subcommittee in turn made a number of recommendations on immediate needs in these areas. Each of the four increases requested for the Office of Business Economics is designed to meet the needs expressed in these studies made and sponsored by the Joint Economic Committee.

The \$1 million allowed by the House for this agency provides for an increase of only \$40,000. The \$900,000 allowed by the Senate reduces the funds for this agency, which is responsible for many of our key economic indicators, below the level available for the present year.

As I stated on the floor of the Senate, I feel very strongly that the full amount asked for in the budget estimate for this agency is justified. The statistical series which it is proposed to strengthen are series which are essential to Government and business alike in appraising the condition of the economy, and it is important that they be as reliable as we can make them. At the earliest opportunity I believe the full amount of the increase should be made available for the purposes stated in the 1957 budget estimate.

I respectfully urge that you concur in the House figure of \$1 million for the Office of Business Economics. This amount would protect the present level and allow for an increase of \$40,000. With this small increase, the office would at least be able to utilize data now becoming available from the 1954 censuses of manufactures and trade to improve the estimates of consumer expenditures in our national accounts.

Sincerely yours,

RALPH E. FLANDERS.

MAY 9, 1956.

Hon. SPESSARD L. HOLLAND,
Chairman, Subcommittee on Department of Commerce and Related Agencies, Committee on Appropriations, United States Senate, Washington, D. C.

DEAR SENATOR HOLLAND: I am writing to express my interest and the interest of the Joint Committee on the Economic Report in certain statistical programs included in the budget request for the Department of Commerce for the fiscal year 1957.

Statistical data are essential in appraising the welfare of the economy and in determining economic policy. Because of this, the Joint Committee has been increasingly concerned with the adequacy and accuracy of the data upon which it must rely. Through hearings, studies and reports it has attempted to determine how adequate our present statistics are for the important purposes for which they are used, and many of the increases included for statistical programs in 1957 have resulted from the committee's studies and recommendations during the past 2 years.

In its report on the 1956 Economic Report of the President (S. Rept. No. 1606, p. 6) the Joint Economic Committee stated:

"We urge the Congress to give strong support to the proposals in the current budget for additional funds for improving our sources of economic intelligence. In the long run, such expenditures to enable early and correct diagnosis of imbalances will make a greater contribution to our economic stability and growth per dollar spent than the much larger sums needed to correct difficulties discovered only after they have become large and menacing."

We are pleased that many of the basic improvements needed have been passed by the House for the 1957 appropriations. I am

concerned, however, that there are still a few places in the bill which the House passed that need strengthening if we are not to impair the statistical program proposed for 1957. Most of these instances are in programs to be conducted by the Department of Commerce, as follows:

(1) In the Office of Business Economics, the 1957 appropriation request was \$1,200,000—an increase of \$240,000 over the amount available in 1956. This increase was to provide for four projects of direct concern to the Joint Economic Committee—improving and remedying present inadequacies in (a) estimates of consumer expenditures in the national income and product accounts; (b) estimates of manufacturers' inventories; (c) estimates of expenditures for plant and equipment; and (d) estimates of changes in the business population. The House allowed only \$40,000 of this \$240,000 increase, which would be insufficient to bring about the immediate improvements which we have recommended in these areas.

(2) In the Business and Defense Services Administration, the 1957 request included an increase of \$600,000 for construction statistics; and the House reduced this amount to \$350,000. This is a great improvement over any previous bill but since the present data for measuring changes in this significant economic activity are particularly weak, I hope it will be possible to provide the full amount necessary to remedy the major existing inadequacies. The Joint Economic Committee was unanimous in its support of this last year when we stated in Senate Report No. 1309 (p. 2):

"One of the most important forces in our current prosperity has been the continued high level of construction. In any appraisal of the economic outlook it is essential to know as much as possible about the health of this industry."

(3) Of particular interest to the Joint Economic Committee, too, is the request in the item for the Bureau of the Census for \$82,800 for monthly estimates of retail inventories, as recommended by the Subcommittee on Economic Statistics. The reduction of the request of the Census Bureau from \$1,800,000 to \$1 million for the National Housing Inventory would drastically curtail the amount of local area data which could be obtained from the survey, seriously limiting the usefulness of the information. The national data which could be obtained with the \$1 million are greatly needed, but so also are indications of the variations in the housing supply in different areas, which would require additional funds.

On behalf of the Joint Committee on the Economic Report, and of its Subcommittee on Economic Statistics on which I have served since its founding 2 years ago, I sincerely hope that the Senate Committee on Appropriations may restore funds for as many of these programs as possible.

Sincerely yours,

JOHN SPARKMAN,
Subcommittee on Economic Statistics.

[From the Journal of Commerce of
June 12, 1956]

TODAY ON CAPITOL HILL

Congress today holds public hearings on the Federal Reserve Board's decision to raise the rediscount rate at a time when top administration economic and fiscal authorities believed the economic situation did not require this further move of credit stringency.

Coming on the heels of widespread criticism of the Federal Reserve move, this inquiry will focus national attention on how authorities can coordinate strategic monetary and economic decisions where the responsibility for decisionmaking is divided as it now is.

But just as worthy of close study are the methods by which the economic and mone-

tary authorities arrive at their decisions as to the timing of action to influence the overall direction of the economy. This involves the use they make of the key economic data which are at their command. That, in turn, raises the all-important question of whether they are getting the kind of information they must have and whether they are getting these data in time to use them in their decisions.

Obviously if key information comes limping along so late that it merely makes good reading in economic history, it may contribute little to the difficult decisions as to what to do at a given crucial moment. And if the information is so inadequate as to make guesswork necessary, the likelihood that the guesses will differ, leading to significant disagreements on economic policy, is vastly increased.

For actually, the Federal Reserve took the view that the monetary screws ought to be twisted further on the basis of the statistical information that it had available. And Economic Council Chairman Arthur Burns, Secretary of the Treasury Humphrey, Secretary of Commerce Weeks—and, indeed, the President—took the contrary position on the basis of the economic data that they had at hand.

And what were these key data? In the economic field, the data are made available to these authorities through the appropriation acts of Congress, so if we are concerned about the basis for arriving at the economic decision, that is all the more reason to improve the basic information and to reduce the area of guesswork where differences are most likely to breed.

It just so happens that extremely important decisions affecting the availability of key economic information will be made today in meetings which will take place in the Capitol at the same time that the Joint Economic Subcommittee is studying the administration-Federal Reserve conflict over the April rediscount rate increase.

At issue are precisely the kind of data which the administration ought to have at hand if it is to make a clear case, for instance to FRB concerning the economic implications of a particular move in the credit field.

For the stunning fact is that this year, in the midst of a tremendous construction boom (one of the strong elements in our economy) and in the midst of a lag in residential housing (one of the elements of weakness), Congress is taking a most niggardly attitude in the voting of funds for essential data in these fields. Other vital essential data are also at issue. All are involved in the appropriations bill for the Commerce Department and related agencies, which Senate and House conferees are meeting to decide finally in sessions, which begin today.

Here is the disappointing score:

The administration asked \$600,000 to make good the grossly inadequate data now available on construction, especially nonresidential, including information on State and local activities, which are becoming more important all the time. Included were funds for burgeoning activities in the field of expenditures for alterations and repairs. These have a significant but unknown impact on overall housing demand and needs.

The House approved a meager \$350,000 of the \$600,000 asked to make a good data in these fields. The Senate approved a meager \$350,000 of the \$600,000 asked to improve data in these fields. It struck the whole amount of \$1,800,000 asked for an intercensal housing inventory (we have not taken stock of our housing since 1950), and the House voted only \$1 million. The Senate cut this to \$650,000. What this means is a smaller sample, which is the poorest economy in the world, and greatly reduced local data.

Finally, the administration asked \$240,000 for improved data on plant and equipment expenditures; on monthly estimates of man-

ufacturers' inventories, sales and orders; consumers' expenditures; and business births and mortality. The House approved a mere \$40,000 for the first three, leaving out provision for improved business vital statistics altogether. And the latter in the face of all of the howl about whether or not small business has participated in the Eisenhower prosperity.

The Senate, not content with the House slash of the \$240,000 administration request to \$40,000, not only struck this totally inadequate sum but cut existing funds by \$60,000.

The economic subcommittee probe into the FRB rediscount action dramatizes the difficulty under which authorities operate today in determining actually what are the significant economic trends. All authorities and competent economists are agreed that the economic data, at stake in the Senate-House appropriations sessions, are essential to the interpretation of national economic developments.

Economy in dispensing such needed funds is the worst kind of extravagance.

SUMMARY OF ARGUMENTS FOR AND AGAINST FARM PRICE SUPPORTS

Mr. AIKEN. Mr. President, I have been absent from the floor attending a meeting of the Foreign Relations Committee but I read on the ticker this item:

The Senate came to the aid of high school debaters throughout the country.

It voted to have the Library of Congress prepare a summary of arguments for and against farm-price supports. The summary will be printed as a Senate document.

Senator ALLEN J. ELLENDER, Democrat, of Louisiana, said the summary will be useful to school debate teams.

Mr. President, I wish to make it clear that although I am not undertaking to thwart the desires of the majority of the committee, I do not concur in the statement that the Senate came to the aid of high school debates throughout the country. In my opinion, from a general reading of it, it is very heavily loaded in favor of the Brannan plan, and any high school student reading it would naturally come to the conclusion that the Brannan plan might be the logical solution of all our farm problems. I do not concur in the material included in the document which the Senate has directed to have printed.

THE ADMINISTRATION'S CREDIT POLICY—CONFUSION CONFOUNDED

Mr. HUMPHREY. Mr. President, in the few moments I have today I should like to call to the attention of the Senate the apparent culmination of months of confusion and discouraging lack of foresight in the administration's credit policy. In Tuesday's testimony before the subcommittee of the Joint Committee on the Economic Report, the chairman of the Federal Reserve Board, William McChesney Martin, Jr., candidly admitted that he was "not at all sure that member banks reserve requirements are not too high." Treasury Secretary George M. Humphrey, in a forthright if amazing statement before this same subcommittee, reversed his recently declared opposition to the Federal Reserve Board's

of free men, which nurses no dream of aggression or conquest.

Whenever these colors are lifted they signify a concept of nationality, and an ideal of democracy and self-government that are distinctly American. This flag is emblematic of the making of America—of the moving, thrilling, and enthralling story of struggle and hardship and suffering in humble beginnings—of youthful and healthful growth, and now, of mature strength. It represents the industry and enterprise of pioneers who mastered the wilderness and conquered the plains and deserts. It proclaims the inventive genius, the toiling labor and business leadership which have developed an industrial structure that commands the admiration of the modern world. It speaks of the educational and cultural and spiritual forces that have ennobled and uplifted the life of this mighty people.

This flag symbolizes the government and political institutions of the most splendid Republic ever builded by the genius and statesmanship of man.

It is based upon a noble concept of the rights of the individual—that government rests upon and is created to serve—the individual—for in his personal responsibility lies its weakness or its strength.

These colors are emblematic of the Constitution of the United States and its distribution and separation of governmental power. Every American knows that the Constitution is a great barrier between his liberty and tyranny.

Americans should remember that its covenants have preserved for them and for posterity that which was wrested by turbulent barons from an unwilling king. Through its lines is woven the brave spirit of a Parliament that dared defy the Crown. It throbs with the spirit of that ringing declaration that circled the globe and thrilled the world. In its stately stanzas, they may catch the drum beat and hear the tramp of Continental armies, and majestically moving through its pages are the statesmanship of Madison and Franklin and other patriot fathers, and the calm courage and lofty patriotism of Washington.

That is the America our fathers gave us. This is our America, we are determined that it shall remain our America. If it is to remain ours, we—and we alone—can preserve it—and protect it—and hand it down to our sons, stronger and nobler for our having lived, and served, and sacrificed. Every citizen of this Democracy has a task and a duty to preserve it. Individual right, individual privilege, comes with it individual responsibility.

This is our country, our democracy, ours to govern, ours to advance, ours to perfect and protect, and ours to make more glorious. Every American has a solemn and lofty duty laid upon him, a duty commensurate with his ability, his resources, and his intellect. We must stamp out and extirpate communism and all other foreign "isms" and subversive influences which seek to undermine things American.

We shall tolerate neither the espionage agents assigned to local embassies,

nor the treachery of any domestic influence or group.

It is a manifest obligation to our people, to our institutions, to our territory and to our lives; to the heroic traditions of a great and glorious past; to those whose blood, labor, and treasure established this Nation; to the martyred dead who have defended and protected it—it is our manifest obligation to all these to keep America strong, morally and physically.

To attain these noble ends we look back through our history and treasured traditions of 180 years. We salute the Continental Congress that gave us the Declaration of Independence and with them exclaim, "With a firm reliance on the protection of Divine Providence, we mutually pledge to each other our lives, fortunes, and our sacred honor."

To the Star-Spangled Banner, proudly displayed in this Chamber, we pledge a firm devotion, which springs from a heart fired with true loyalty, and a mind tempered and cooled with a patriotic realization of the necessities of the moment.

"Long may it wave o'er the land of the free and the home of the brave."

At this time, I should like to introduce the world-famous United States Marine Band under the very capable direction of Capt. Albert Schoepper, who will conduct the band, and Choirmaster S. Sgt. William Jones, of the Interservice Choral Group, who will perform their arrangement of the song The Pledge of Allegiance to the Flag. This pledge song, incorporating the words "under God," aptly stresses our dependence upon Almighty guidance in national and international affairs.

After the singing of the song, The Pledge of Allegiance to the Flag, Mr. RABAUT made the following statement:

Mr. Speaker, you have heard our song and music to the flag. The highest form of praise is expressed in music and song, when Christ was born the angels sang. This Nation, under God—God who is the sole dispenser of authority has singularly blessed America. Long may its banner fly as a beacon of freedom to people everywhere and to the greater honor and glory of the Creator of the world.

Now, the membership will rise and sing the national anthem, accompanied by the United States Marine Band and the interservice choral group.

After the singing of the national anthem the colors were retired from the Chamber.

At 12 o'clock and 30 minutes p. m. the proceedings in honor of the United States flag were concluded.

AFTER RECESS

The recess having expired, the House was called to order by the Speaker at 1 o'clock and 10 minutes p. m.

DEPARTMENT OF COMMERCE APPROPRIATION BILL—CONFERENCE REPORT

Mr. PRESTON. Mr. Speaker, I call up the conference report on the bill (H. R. 10899) making appropriations for

the Department of Commerce and related agencies for the fiscal year ending June 30, 1957, and for other purposes, and I ask unanimous consent that the statement be read in lieu of the report.

The Clerk read the title of the bill.

The SPEAKER. Is there objection to the request of the gentleman from Georgia [Mr. PRESTON]?

There was no objection.

The Clerk read the statement.

(For conference report and statement, see proceedings of the House June 12, 1956.)

The SPEAKER. The question is on the conference report.

The conference report was agreed to.

The SPEAKER. The Clerk will report the first amendment in disagreement.

The Clerk read as follows:

Amendment No. 22, on page 17, line 4, insert "Inland Waterways Corporation administered (under the supervision and direction of the Secretary of Commerce): Not to exceed \$14,000 shall be available for administrative expenses to be determined in the manner set forth under the title 'General expenses' in the Uniform System of Accounts for Carriers by Water of the Interstate Commerce Commission (effective January 1, 1947)."

Mr. PRESTON. Mr. Speaker, I move that the House recede from its disagreement to the amendment of the Senate numbered 22, and concur therein.

The motion was agreed to.

The SPEAKER. The Clerk will report the next amendment in disagreement.

The Clerk read as follows:

Amendment No. 23, page 22, line 17, insert: "Construction of facilities: For acquisition of necessary land and to initiate the design of the facilities to be constructed thereon for the National Bureau of Standards outside of the District of Columbia to remain available until expended, \$930,000 to be transferred to the General Services Administration."

Mr. PRESTON. Mr. Speaker, I move that the House recede from its disagreement to the amendment of the Senate numbered 23, and concur therein.

The motion was agreed to.

The SPEAKER. The Clerk will report the next amendment in disagreement.

The Clerk read as follows:

Amendment No. 28, page 29, line 15, insert "including not to exceed \$1,500 for official entertainment expenses, to be expended upon the approval or authority of the Administrator."

Mr. PRESTON. Mr. Speaker, I move that the House recede from its disagreement to the amendment of the Senate numbered 28, and concur therein.

Mr. GROSS. Mr. Speaker, will the gentleman yield?

Mr. PRESTON. I yield.

Mr. GROSS. Was this bill increased over the bill as it left the House?

Mr. PRESTON. This bill is \$105,941,000 below the budget estimate. It is \$24,729,000 above the House figures. I may say that represents the amount of funds put in the bill for ship construction that was eliminated by the committee. We took a very heavy cut on ship construction in the House. This was a compromise figure on that item.

Mr. GROSS. One other question: Were there any supergrade employees provided in this bill?

Mr. PRESTON. There are none.
Mr. BOW. Mr. Speaker, will the gentleman yield?

Mr. PRESTON. I yield.

Mr. BOW. Is it not true that under this report we are now \$29,584,000 under the Senate bill?

Mr. PRESTON. That is correct.

Mr. BOW. The conference came back with a saving of \$29,584,000?

Mr. PRESTON. That is correct.

Mr. ROONEY. Mr. Speaker, will the gentleman yield?

Mr. PRESTON. I yield.

Mr. ROONEY. Although there has been a cut in ship construction money, it is the fact, is it not, that there has been allowed new construction of six cargo ships for American Export Lines and Moore-McCormack Lines?

Mr. PRESTON. The gentleman is correct. Funds are provided for that purpose in the bill.

The SPEAKER. The question is on the motion.

The motion was agreed to.

A motion to reconsider the votes by which action was taken on the several motions was laid on the table.

MRS. ANNA ELIZABETH DOHERTY— RETURN OF BILL BY THE PRESIDENT

The SPEAKER laid before the House the following message from the President of the United States, which was read:

To the House of Representatives:

In compliance with the request contained in the resolution of the House of Representatives (the Senate concurring therein), I return herewith H. R. 1913 entitled "An act for the relief of Mrs. Anna Elizabeth Doherty."

DWIGHT D. EISENHOWER.

THE WHITE HOUSE, June 14, 1956.

PROCEEDINGS DURING RECESS ORDERED PRINTED

Mr. McCORMACK. Mr. Speaker, I ask unanimous consent that the proceedings that took place during the recess of the House be inserted in the RECORD prior to action taken on the conference report just adopted.

The SPEAKER. Is there objection to the request of the gentleman from Massachusetts?

There was no objection.

CALENDAR WEDNESDAY, JUNE 20 AND JUNE 27, 1956

Mr. McCORMACK. Mr. Speaker, I ask unanimous consent that business in order on Calendar Wednesday on June 20 and June 27 may be dispensed with.

The SPEAKER. Is there objection to the request of the gentleman from Massachusetts?

There was no objection.

ADJOURNMENT TO MONDAY JUNE 18

Mr. McCORMACK. Mr. Speaker, I ask unanimous consent that when the House adjourns today it adjourn to meet on Monday next.

The SPEAKER. Is there objection to the request of the gentleman from Massachusetts?

There was no objection.

HOSPITALIZATION AND CARE OF MENTALLY ILL OF ALASKA

Mr. ENGLE. Mr. Speaker, I ask unanimous consent to take from the Speaker's table the bill (H. R. 6376) to provide for the hospitalization and care of the mentally ill of Alaska, and for other purposes, with a Senate amendment thereto, disagree to the amendment of the Senate and ask for a conference with the Senate.

Mr. MILLER of Nebraska. Mr. Speaker, reserving the right to object, is the gentleman asking for a conference or to agree in the Senate amendment?

Mr. ENGLE. I am asking for a conference, following our understanding.

Mr. MILLER of Nebraska. This is the mental health bill for Alaska?

Mr. ENGLE. Yes.

Mr. MILLER of Nebraska. Mr. Speaker, I withdraw my reservation of objection.

The SPEAKER. Is there objection to the request of the gentleman from California? [After a pause.] The Chair hears none and appoints the following conferees: Messrs. O'BRIEN of New York, EDMONDSON, Mrs. GREEN of Oregon, Messrs. MILLER of Nebraska, and SAYLOR.

LIMITING THE APPELLATE JURISDICTION OF THE SUPREME COURT OF THE UNITED STATES

(Mr. VINSON asked and was given permission to address the House for 1 minute.)

Mr. VINSON. Mr. Speaker, I have today introduced a bill to limit the appellate jurisdiction of the Supreme Court of the United States.

Article 3 of the Constitution provides that the judicial power of the United States shall be vested in one Supreme Court and in such inferior courts as the Congress may from time to time ordain and establish. Section 2 of article 3 provides that the judicial power shall extend to all cases in law and equity arising under the Constitution and the laws of the United States, to all cases of admiralty, to controversies which the United States shall be a party, to controversies of two or more States, between a State and citizens of another State, and between citizens of different States.

The only original jurisdiction granted to the Supreme Court are those cases affecting ambassadors, other public ministers and counsels, and those in which a State shall be party.

Section 2 of article 3 also contains language, however, which provides that the Supreme Court shall have appellate jurisdiction both as to law and fact "with such exceptions, and under such regulations as the Congress shall make."

Thus the bill, if enacted into law, will carry out the constitutional power of the Congress to limit the appellate jurisdiction of the Supreme Court.

My bill recognizes the fact that after a decision, judgment, or decree of the Supreme Court has been in effect for 50 years or more it should be considered as well accepted law. And it may not thereafter be reviewed on appeal or otherwise except when Congress specifically passes an enabling act authorizing the precedent to be reviewed. This is simply a statutory extension of the well accepted doctrine of stare decisis and a recognition that the stability of our courts and their decisions, which have over a period of time attained the status of well accepted doctrine, shall not be disturbed.

And having limited the appellate jurisdiction of the Supreme Court, the remainder of the bill reestablishes the long and honored decisions of the Supreme Court which have remained in effect for 50 years or more by providing that any decree, judgment, or decision handed down by the Supreme Court of the United States since January 1, 1954, which reverses, alters, or modifies a decision that has stood for 50 years or more shall be of no force and effect whatsoever.

The purpose of the proposed bill is to restore the faith of the American people in the stability of accepted law, and to surround the time-honored traditional decisions which have stood the test of time with the statutory protection to which they are entitled.

PRESCRIBING POLICY AND PROCEDURE IN CONSTRUCTION CONTRACTS MADE BY EXECUTIVE AGENCIES

Mr. CRUMPACKER. Mr. Speaker, I ask unanimous consent that the Committee on the Judiciary may have until midnight Friday to file a report on the bill (S. 1644) to prescribe policy and procedure in connection with construction contracts made by executive agencies, and for other purposes.

The SPEAKER. Is there objection to the request of the gentleman from Indiana?

There was no objection.

LEGISLATIVE PROGRAM FOR NEXT WEEK

(Mr. MARTIN asked and was given permission to address the House for 1 minute.)

Mr. MARTIN. Mr. Speaker, I take this time to inquire of the majority leader as to the program for next week.

Mr. McCORMACK. Mr. Speaker, Monday is Consent Calendar day, and also there will be four suspensions called up as follows:

S. 1749, adopting and authorizing the improvement of Rockland Harbor, Maine.

S. 3076, to provide for a continuing survey and special studies of sickness and disability in the United States, and for periodic reports of the results thereof, and for other purposes.

H. R. 5257, to amend the act entitled "An act to fix a reasonable definition and standard of identity of certain dry milk solids."

Public Law 604 - 84th Congress
Chapter 415 - 2d Session
H. R. 10899

AN ACT

All 70 Stat. 314.

Making appropriations for the Department of Commerce and related agencies for the fiscal year ending June 30, 1957, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums are appropriated, out of any money in the Treasury not otherwise appropriated, for the Department of Commerce and related agencies for the fiscal year ending June 30, 1957, namely:

Department of
Commerce and
Related Agencies
Appropriation
Act, 1957.

TITLE I—DEPARTMENT OF COMMERCE

GENERAL ADMINISTRATION

Salaries and expenses: For expenses necessary for the general administration of the Department of Commerce, including teletype news service (not exceeding \$1,000); \$2,450,000.

BUREAU OF THE CENSUS

Salaries and expenses: For expenses necessary for collecting, compiling, and publishing current census statistics provided for by law; for general administration, including enumerators at rates to be fixed without regard to the Classification Act of 1949, as amended; and purchase of one passenger motor vehicle for replacement only; \$7,475,000.

63 Stat. 954.
5 USC 1071
note.

Census of governments: For expenses necessary for taking, compiling, and publishing the 1957 census of governments as authorized by law, including personal services by contract or otherwise, at rates to be fixed by the Secretary of Commerce without regard to the Classification Act of 1949, as amended; and additional compensation of Federal employees temporarily detailed for field work under this appropriation; \$1,750,000, to remain available until June 30, 1959.

National housing inventory: For expenses necessary for conducting a survey of housing, including personal services by contract or otherwise at rates to be fixed by the Secretary of Commerce without regard to the Classification Act of 1949, as amended; and compensation of Federal employees temporarily detailed for field work under this appropriation; \$1,000,000.

1958 censuses of business, transportation, manufactures, and mineral industries: For expenses necessary to prepare for the 1958 censuses of business, transportation, manufactures, and mineral industries as authorized by law; \$150,000, to remain available until December 31, 1958.

Censuses of business, manufactures, and mineral industries: Not to exceed \$900,000 of the amounts heretofore appropriated under the head "Census of agriculture" may be transferred to the appropriation granted under this head in the Department of Commerce and Related Agencies Appropriation Act, 1956.

69 Stat. 226.

CIVIL AERONAUTICS ADMINISTRATION

Operation and regulation: For necessary expenses of the Civil Aeronautics Administration in carrying out the provisions of the Civil Aeronautics Act of 1938, as amended (49 U. S. C. 401), and other Acts incident to the enforcement of safety regulations, maintenance and operation of air-navigation and air-traffic control facilities, and disposal of surplus airports and administering instruments of disposal;

52 Stat. 973.

60 Stat. 170.

49 USC 1101 note.

planning, research, and administrative expenses for carrying out the provisions of the Federal Airport Act of May 13, 1946, as amended, including furnishing advisory services to States and other public and private agencies in connection with the construction or improvement of airports and landing areas; developmental work and service-testing as tends to the creation of improved air-navigation facilities, including landing areas, aircraft, aircraft engines, propellers, appliances, personnel, and operation methods, and acquisition of sites for such activities by lease, or grant; purchase of not to exceed one hundred passenger motor vehicles for replacement only; hire of aircraft (not exceeding \$370,000); operation and maintenance of not to exceed eighty-five aircraft; fees and mileage of expert and other witnesses; and purchase and repair of skis and snowshoes; \$126,804,000: *Provided*, That there may be credited to this appropriation, funds received from States, counties, municipalities, and other public authorities for expenses incurred in the maintenance and operation of air-navigation facilities.

Establishment of air-navigation facilities: For an additional amount for the acquisition, establishment, and improvement by contract or purchase and hire of air-navigation facilities, including the initial acquisition of necessary sites by lease or grant; the construction and furnishing of quarters and related accommodations for officers and employees of the Civil Aeronautics Administration and the Weather Bureau stationed at remote localities not on foreign soil where such accommodations are not available; purchase of not to exceed five aircraft for replacement only; the initial flight checking of air-navigation facilities and the transportation by air to and from and within the Territories of the United States of materials and equipment secured under this appropriation; \$40,000,000, to remain available until expended.

49 USC 1101-1105,
1108, 1111.

Grants-in-aid for airports (liquidation of contract authorization): For liquidation of obligations incurred under authority granted in the Act of August 3, 1955 (69 Stat. 441), to enter into contracts, \$30,000,000, to remain available until expended.

Maintenance and operation, Washington National Airport: For expenses incident to the care, operation, maintenance and protection of the Washington National Airport, including purchase of one passenger motor vehicle for replacement only; purchase, cleaning, and repair of uniforms; and arms and ammunition; \$1,500,000.

62 Stat. 278.

Maintenance and operation of public airports, Territory of Alaska: For expenses necessary for the maintenance, improvement, and operation of public airports in the Territory of Alaska, as authorized by law (48 U. S. C. 485 c-h); including arms and ammunition; and purchase, repair, and cleaning of uniforms; \$618,000.

Air navigation development: For expenses necessary for planning and developing a national system of aids to air navigation and air traffic control common to military and civil air navigation, including research, experimental investigations, purchase and development, by contract or otherwise, of new types of air navigation aids (including plans, specifications, and drawings); hire of aircraft; acquisition of necessary sites by lease or grant; payments in advance under contracts for research or development work; and not to exceed \$192,000 for administrative expenses; \$1,500,000.

CIVIL AERONAUTICS BOARD

Salaries and expenses: For necessary expenses of the Civil Aeronautics Board, including contract stenographic reporting services; employment of temporary guards on a contract or fee basis; salaries and traveling expenses of employees detailed to attend courses of

training conducted by the Government or industries serving aviation; purchase (not to exceed two for replacement only) of passenger motor vehicles; and hire, operation, maintenance, and repair of aircraft; \$4,625,000.

Payments to air carriers: For payments to air carriers of so much of the compensation fixed and determined by the Civil Aeronautics Board under section 406 of the Civil Aeronautics Act of 1938, as amended (49 U. S. C. 486), as is payable by the Civil Aeronautics Board pursuant to Reorganization Plan No. 10 of 1953; \$16,200,000, to remain available until expended.

52 Stat. 998.

67 Stat. 644.

49 USC 486 note.

COAST AND GEODETIC SURVEY

Salaries and expenses: For expenses necessary to carry out the provisions of the Act of August 6, 1947 (33 U. S. C. 883a-883i), including purchase of not to exceed three passenger motor vehicles for replacement only; uniforms or allowances therefor, as authorized by the Act of September 1, 1954 (68 Stat. 1114), as amended; lease of sites and the erection of temporary buildings for tide, magnetic or seismological observations; hire of aircraft; operation, maintenance, and repair of an airplane; extra compensation at not to exceed \$15 per month to each member of the crew of a vessel when assigned duties as recorder or instrument observer, and at not to exceed \$1 per day for each station to employees of other Federal agencies while making oceanographic observations or tending seismographs; pay, allowances, gratuities, transportation of dependents and household effects, and payment of funeral expenses, as authorized by law, for not to exceed 185 commissioned officers on the active list; payments under the Uniform Services Contingency Option Act of 1953; and pay of commissioned officers retired in accordance with law; \$10,900,000, of which \$446,000 shall be available for retirement pay of commissioned officers: *Provided*, That during the current fiscal year, this appropriation shall be reimbursed for press costs and costs of paper for charts published by the Coast and Geodetic Survey and furnished for the official use of the military departments of the Department of Defense.

61 Stat. 787.

5 USC 2131

note.

67 Stat. 501.

37 USC 371 note.

Construction of a surveying ship: For designing, constructing, equipping, and outfitting one surveying ship, as authorized by the Act of August 5, 1955 (69 Stat. 537), \$3,700,000, to remain available until expended.

BUSINESS AND DEFENSE SERVICES ADMINISTRATION

Salaries and expenses: For necessary expenses of the Business and Defense Services Administration, including transportation and not to exceed \$15 per diem in lieu of subsistence for persons serving without compensation while away from their homes or regular places of business, \$6,900,000.

BUREAU OF FOREIGN COMMERCE

Salaries and expenses: For necessary expenses of the Bureau of Foreign Commerce, including the purchase of commercial and trade reports; \$2,400,000.

OFFICE OF BUSINESS ECONOMICS

Salaries and expenses: For necessary expenses of the Office of Business Economics, \$960,000.

MARITIME ACTIVITIES

Ship construction: For payment of construction-differential subsidy and cost of national-defense features incident to construction of ships for operation in foreign commerce (46 U. S. C. 1152, 1154), and the cost of national-defense features incident to construction of vessels for domestic operation (46 U. S. C. 1159); for payment of construction-differential subsidy and cost of national-defense features incident to the reconstruction and reconditioning of ships under title V of the Merchant Marine Act, 1936, as amended (46 U. S. C. 1154); for reconditioning and betterment of one ship in the national-defense reserve fleet; for acquisition of used ships pursuant to section 510 of the Merchant Marine Act, 1936, as amended (46 U. S. C. 1160), and the payment of cost of national-defense features incorporated in new tankers constructed to replace used tankers; and for research, development, and design expenses incident to new and advanced ship design, machinery, and equipment; \$82,700,000, to remain available until expended: *Provided*, That transfers may be made to the appropriation for the current fiscal year for "Salaries and expenses" for administrative and warehouse expenses (not to exceed \$1,115,000) and for reserve fleet expenses (not to exceed \$500,000), and any such transfers shall be without regard to the limitations under that appropriation on the amounts available for such expenses: *Provided further*, That appropriations granted herein shall be available to pay construction-differential subsidy granted by the Federal Maritime Board, pursuant to section 501 (c) of the Merchant Marine Act, 1936, as amended, to aid in the reconstruction of any Mariner-class ships sold under the provisions of title VII of the 1936 Act: *Provided further*, That all ship construction, reconditioning, and betterment of vessels appropriated for herein, shall be performed in shipyards in the continental United States: *Provided further*, That no funds contained in this Act may be used to commence construction, reconstruction, conversion, reconditioning, or betterment of any vessel until the total Federal funds required to complete such work have been appropriated.

Operating-differential subsidies: For the payment of obligations incurred for operating-differential subsidies granted on or after January 1, 1947, as authorized by the Merchant Marine Act, 1936, as amended, and in appropriations heretofore made to the United States Maritime Commission, \$124,000,000, to remain available until expended: *Provided*, That to the extent that the operating-differential subsidy accrual (computed on the basis of parity) is represented on the operator's books by a contingent accounts receivable item against the United States as a partial or complete offset to the recapture accrual, the operator (1) shall be excused from making deposits in the special reserve fund, and (2) as to the amount of such earnings the deposit of which is so excused shall be entitled to the same tax treatment as though it had been deposited in said special reserve fund. To the extent that any amount paid to the operator by the United States reduces the balance in the operator's contingent receivable account against the United States, such amount shall forthwith be deposited in the special reserve fund of the operator: *Provided further*, That no contracts shall be executed during the current fiscal year by the Federal Maritime Board which will obligate the Government to pay operating differential subsidy on more than two thousand and forty voyages in any one calendar year, including voyages covered by contracts in effect at the beginning of the current fiscal year.

Salaries and expenses: For expenses necessary for carrying into effect the Merchant Marine Act, 1936, and other laws administered

49 Stat. 1996,
1998.

49 Stat. 2000.

53 Stat. 1183.

49 Stat. 1995.

46 USC 1151.

49 Stat. 2008.

46 USC 1191-1204.

49 Stat. 1985.

46 USC ch. 27.

49 Stat. 1985.
46 USC ch. 27.

by the Federal Maritime Board and the Maritime Administration, \$15,350,000, within limitations as follows:

Administrative expenses, including not to exceed \$1,125 for entertainment of officials of other countries when specifically authorized by the Maritime Administrator and purchase of not to exceed four passenger motor vehicles for replacement only, \$6,500,000;

Maintenance of shipyard and reserve training facilities and operation of warehouses, \$1,600,000;

Reserve fleet expenses, \$7,250,000.

Maritime training: For training cadets as officers of the merchant marine at the Merchant Marine Academy at Kings Point, New York, including pay and allowances for personnel of the United States Maritime Service as authorized by law (46 U. S. C. 1126, 63 Stat. 802; 64 Stat. 794, and 66 Stat. 79); not to exceed \$2,500 for contingencies for the Superintendent, United States Merchant Marine Academy, to be expended in his discretion; and not to exceed \$35,000 for transfer to applicable appropriations of the Public Health Service for services rendered the Maritime Administration; \$2,200,000, including uniform and textbook allowances for cadet midshipmen, at an average yearly cost of not to exceed \$200 per cadet: *Provided*, That except as herein provided for uniform and textbook allowances this appropriation shall not be used for compensation or allowances for cadets. 53 Stat. 1182.
37 USC 231
et seq.

State marine schools: To reimburse the State of California, \$47,500; the State of Maine, \$47,500; the State of Massachusetts, \$47,500; and the State of New York, \$47,500; for expenses incurred in the maintenance and support of marine schools in such States as provided in the Act authorizing the establishment of marine schools, and so forth, approved March 4, 1911, as amended (34 U. S. C. 1121-1123); \$149,800 for the maintenance and repair of vessels loaned by the United States to the said States for use in connection with such State marine schools; and \$320,200 for allowances for uniforms, textbooks, and subsistence of cadets at State marine schools, to be paid in accordance with regulations established pursuant to law (46 U. S. C. 1126 (b)); \$660,000. 36 Stat. 1353.
53 Stat. 1182.

Repair of reserve fleet vessels (liquidation of contract authorization): Advances may be made from the appropriation granted under this head in the Department of Commerce and Related Agencies Appropriation Act, 1956, to the appropriation for the current fiscal year for "Salaries and expenses, maritime activities", for administrative expenses (not to exceed \$150,000) and for reserve fleet expenses (in such amounts as may be required), and such advances shall be in addition to amounts otherwise made available for such expenses. 69 Stat. 239.

War Shipping Administration liquidation: The unexpended balance of the appropriation to the Secretary of the Treasury in the Second Supplemental Appropriation Act, 1948, for liquidation of obligations approved by the General Accounting Office as properly incurred against funds of the War Shipping Administration prior to January 1, 1947, is hereby continued available during the current fiscal year, and shall be available for the payment of obligations incurred against the working fund titled: "Working fund, Commerce, War Shipping Administration functions, December 31, 1946". 61 Stat. 697.

General provisions—Maritime activities: No additional vessels shall be allocated under charter, nor shall any vessel be continued under charter by reason of any extension of chartering authority beyond June 30, 1949, unless the charterer shall agree that the Maritime Administration shall have no obligation upon redelivery to accept or pay for consumable stores, bunkers and slop-chest items, except with respect to such minimum amounts of bunkers as the Maritime Admin- General provisions.

istration considers advisable to be retained on the vessel and that prior to such redelivery all consumable stores, slop-chest items, and bunkers over and above such minimums shall be removed from the vessel by the charterer at his own expense.

No money made available to the Department of Commerce, for maritime activities, by this or any other Act shall be used in payment for a vessel the title to which is acquired by the Government either by requisition or purchase, or the use of which is taken either by requisition or agreement, or which is insured by the Government and lost while so insured, unless the price or hire to be paid therefor (except in cases where section 802 of the Merchant Marine Act, 1936, as amended, is applicable) is computed in accordance with subsection 902 (a) of said Act, as that subsection is interpreted by the General Accounting Office.

53 Stat. 1254,
1255.
46 USC 1212,
1242.

Utilities, ser-
vices and re-
pairs.

Notwithstanding any other provision of this Act, the Maritime Administration is authorized to furnish utilities and services and make necessary repairs in connection with any lease, contract, or occupancy involving Government property under control of the Maritime Administration, and payments received by the Maritime Administration for utilities, services, and repairs so furnished or made shall be credited to the appropriation charged with the cost thereof: *Provided*, That rental payments under any such lease, contract, or occupancy on account of items other than such utilities, services, or repairs shall be covered into the Treasury as miscellaneous receipts.

49 Stat. 1987.
46 USC 1116.

No obligations shall be incurred during the current fiscal year from the construction fund established by the Merchant Marine Act, 1936, or otherwise, in excess of the appropriations and limitations contained in this Act, or in any prior appropriation Act, and all receipts which otherwise would be deposited to the credit of said fund shall be covered into the Treasury as miscellaneous receipts.

65 Stat. 59.
46 USC 1241a.

Vessel operations revolving fund: Hereafter the vessel operations revolving fund, created by the Third Supplemental Appropriation Act, 1951, shall be available for necessary expenses incurred, in connection with protection, preservation, maintenance, acquisition, or use of vessels involved in mortgage-foreclosure or forfeiture proceedings instituted by the United States, including payment of prior claims and liens, expenses of sale, or other charges incident thereto; for necessary expenses incident to the redelivery and lay-up, in the United States, of ships now chartered under agreements which do not call for their return to the United States; for activation, repair and deactivation of merchant ships chartered for limited emergency purposes during the fiscal year 1957 under the jurisdiction of the Secretary of Commerce; and for payment of expenses of custody and husbanding of Government-owned ships other than those within reserve fleets: *Provided*, That not to exceed \$5,000,000 of the funds of the vessel operations revolving fund may be used during the fiscal year 1957 for the purposes set forth in this paragraph.

Inland Waterways Corporation (administered under the supervision and direction of the Secretary of Commerce): Not to exceed \$14,000 shall be available for administrative expenses to be determined in the manner set forth under the title "General expenses" in the Uniform System of Accounts for Carriers by Water of the Interstate Commerce Commission (effective January 1, 1947).

PATENT OFFICE

Salaries and expenses: For necessary expenses of the Patent Office, including services as authorized by section 15 of the Act of August 2,

1946 (5 U. S. C. 55a), at rates for individuals not to exceed \$75 per diem (not to exceed \$25,000); and defense of suits instituted against the Commissioner of Patents; \$17,000,000.

BUREAU OF PUBLIC ROADS

General administrative expenses: Necessary expenses of administration, including advertising (including advertising in the city of Washington for work to be performed in areas adjacent thereto), purchase of seventy-five passenger motor vehicles for replacement only, and the maintenance and repairs of experimental highways, shall be paid, in accordance with law, from appropriations available to the Bureau of Public Roads.

Of the total amount available from appropriations of the Bureau of Public Roads for general administrative expenses, pursuant to the provisions of section 21 of the Act of November 9, 1921, as amended (23 U. S. C. 21), \$100,000 shall be available for all necessary expenses to enable the President to utilize the services of the Bureau of Public Roads in fulfilling the obligations of the United States under the Convention on the Pan-American Highway Between the United States and Other American Republics (51 Stat. 152), cooperation with several governments, members of the Pan American Union, in connection with the survey and construction of the Inter-American Highway, and for performing engineering service in Pan-American countries for and upon the request of any agency or governmental corporation of the United States.

Federal-aid highways: For carrying out the provisions of the Act of July 11, 1916, as amended and supplemented (23 U. S. C. 1-22, 24-105, 107-117), to remain available until expended, \$775,000,000, which sum is composed of \$186,500,000, the balance of the amount authorized to be appropriated for the fiscal year 1955, \$585,500,000, a part of the amount authorized to be appropriated for the fiscal year 1956, and \$30,401, \$14,097, \$1,034,766, and \$985,204, the latter sums being for reimbursement of the sums expended for the repair or reconstruction of highways and bridges which have been damaged or destroyed by floods, hurricanes, or landslides, as provided by section 4 of the Act approved June 8, 1938, section 7 of the Act approved July 13, 1943, and section 9 of the Act approved September 7, 1950, as amended (23 U. S. C. 13a and 13b), and section 7 of the Act approved June 25, 1952, and \$935,532 for reimbursement of the sums expended for the design and construction of highway bridges upon and across dams in accordance with the Act of July 29, 1946 (60 Stat. 709).

Forest highways: For expenses, not otherwise provided for, necessary for carrying out the provisions of section 23 of the Federal Highway Act of November 9, 1921, as amended (23 U. S. C. 23, 23a), to remain available until expended, \$23,000,000, which sum is composed of \$16,750,000, the remainder of the amount authorized to be appropriated for the fiscal year 1956, and \$6,250,000, a part of the amount authorized to be appropriated for the fiscal year 1957: *Provided*, That this appropriation shall be available for the rental, purchase, construction, or alteration of buildings and sites necessary for the storage and repair of equipment and supplies used for road construction and maintenance, but the total cost of any such item under this authorization shall not exceed \$15,000.

Public lands highways (liquidation of contract authorization): For payment of obligations incurred pursuant to the contract authorization granted by section 6 of the Federal-Aid Highway Act of 1954 (68 Stat. 73), to remain available until expended, \$1,000,000, which sum is composed of \$625,000, the remainder of the amount authorized

for fiscal year 1956, and \$375,000, a part of the amount authorized for fiscal year 1957.

General provisions.
Convict labor.

General provisions—Bureau of Public Roads: None of the money appropriated for the work of the Bureau of Public Roads during the current fiscal year shall be paid to any State on account of any project on which convict labor shall be employed, but this provision shall not apply to labor performed by convicts on parole or probation.

Agency cooperation, etc.

During the current fiscal year authorized engineering or other services in connection with the survey, construction, and maintenance, or improvement of roads may be performed for other Government agencies, cooperating foreign countries, and State cooperating agencies, and reimbursement for such services (which may include depreciation on engineering and road-building equipment used) shall be credited to the appropriation concerned.

Warehouse maintenance, etc.

During the current fiscal year appropriations for the work of the Bureau of Public Roads shall be available for expenses of warehouse maintenance and the procurement, care, and handling of supplies, materials, and equipment for distribution to projects under the supervision of the Bureau of Public Roads, or for sale or distribution to other Government activities, cooperating foreign countries, and State cooperating agencies, and the cost of such supplies and materials or the value of such equipment (including the cost of transportation and handling) may be reimbursed to current applicable appropriations.

Emergency services.

Appropriations to the Bureau of Public Roads may be used in emergency for medical supplies and services and other assistance necessary for the immediate relief of employees engaged on hazardous work under that Bureau, and for temporary services as authorized by section 15 of the Act of August 2, 1946 (5 U. S. C. 55a), but at rates for individuals not in excess of \$100 per diem.

60 Stat. 810.

NATIONAL BUREAU OF STANDARDS

Expenses: For expenses necessary in performing the functions authorized by the Act of March 3, 1901, as amended (15 U. S. C. 271-278c), including general administration; operation, maintenance, alteration, and protection of grounds and facilities; and improvement and construction of temporary or special facilities as authorized by section 2 of the Act of July 21, 1950 (15 U. S. C. 286); \$8,750,000: *Provided*, That during the current fiscal year the maximum base rate of compensation for employees appointed pursuant to the Act of July 21, 1950 (15 U. S. C. 285), shall be equivalent to the entrance rate of GS-12.

31 Stat. 1449.

64 Stat. 371.

64 Stat. 370.

Plant and equipment: For construction of a pilot electronic data-processing device to be used in the performance of functions authorized by the Act of March 3, 1901, as amended (15 U. S. C. 271-278c); repair of mechanical facilities; and expenses incurred, as authorized by section 2 of the Act of July 21, 1950 (15 U. S. C. 286), in the construction or improvement of buildings, grounds, and other facilities, and, without regard to the cost limitation contained in that Act, the construction of field station buildings at Anchorage, Alaska, and at Maui, Territory of Hawaii; and purchase of six passenger motor vehicles for replacement only; \$450,000, to remain available until expended.

31 Stat. 1449.

64 Stat. 371.

Construction of facilities: For acquisition of necessary land and to initiate the design of the facilities to be constructed thereon for the National Bureau of Standards outside of the District of Columbia to remain available until expended, \$930,000, to be transferred to the General Services Administration.

WEATHER BUREAU

Salaries and expenses: For expenses necessary for the Weather Bureau, including maintenance and operation of aircraft; purchase of three passenger motor vehicles for replacement only; not to exceed \$25,000 for services as authorized by section 15 of the Act of August 2, 1946 (5 U. S. C. 55a); and not to exceed \$10,000 for maintenance of a printing office in the city of Washington, as authorized by law; \$35,400,000: *Provided*, That during the current fiscal year, the maximum amount authorized under section 3 (a) of the Act of June 2, 1948 (15 U. S. C. 327), for extra compensation to employees of other Government agencies for taking and transmitting meteorological observations, shall be \$5 per day; and the maximum base rate of pay authorized under section 3 (b) of said Act, for employees conducting meteorological investigations in the Arctic region, shall be \$6,500 per annum, except that not more than five of such employees at any one time may receive a base rate of \$9,000 per annum, and such employees may be appointed without regard to the Classification Act of 1949, as amended. 60 Stat. 810. 62 Stat. 287. 63 Stat. 954. 5 USC 1071 note.

Establishment of meteorological facilities: For an additional amount for the acquisition, establishment, and relocation of meteorological facilities and related equipment, including the alteration and modernization of existing facilities; \$2,500,000, to remain available until June 30, 1959.

GENERAL PROVISIONS—DEPARTMENT OF COMMERCE

SEC. 102. During the current fiscal year applicable appropriations and funds available to the Department of Commerce shall be available for the activities specified in the Act of October 26, 1949 (5 U. S. C. 596a), to the extent and in the manner prescribed by said Act. 63 Stat. 907.

SEC. 103. Appropriations in this title available for salaries and expenses shall be available for expenses of attendance at meetings of organizations concerned with the activities for which the appropriations are made; hire of passenger motor vehicles; services as authorized by section 15 of the Act of August 2, 1946 (5 U. S. C. 55a), but, unless otherwise specified, at rates for individuals not to exceed \$50 per diem; and uniforms, or allowances therefor, as authorized by the Act of September 1, 1954 (68 Stat. 1114), as amended. 60 Stat. 810. 5 USC 2131 note.

TITLE II—THE PANAMA CANAL

CANAL ZONE GOVERNMENT

Operating expenses: For operating expenses necessary for the Canal Zone Government, including operation of the Postal Service of the Canal Zone; hire of passenger motor vehicles; uniforms or allowances therefor, as authorized by the Act of September 1, 1954 (68 Stat. 1114), as amended; expenses incident to conducting hearings on the Isthmus; expenses of attendance at meetings, when authorized by the Governor of the Canal Zone, of organizations concerned with activities pertaining to the Canal Zone Government; expenses of special training of employees of the Canal Zone Government as authorized by law (63 Stat. 602); contingencies of the Governor; residence for the Governor; medical aid and support of the insane and of lepers and aid and support of indigent persons legally within the Canal Zone, including expenses of their deportation when practicable; and payments of not to exceed \$50 in any one case to persons within the Government service who shall furnish blood for transfusions; \$15,410,000. 5 USC 2131 note.

Capital outlay: The appropriation heretofore granted under this head shall be available during the current fiscal year for the purchase of not to exceed eight passenger motor vehicles for replacement only.

PANAMA CANAL COMPANY

The following corporation is hereby authorized to make such expenditures, within the limits of funds and borrowing authority available to it and in accord with law, and to make such contracts and commitments without regard to fiscal year limitations as provided by section 104 of the Government Corporation Control Act, as amended, as may be necessary in carrying out the programs set forth in the Budget for the fiscal year 1957 for such corporation, except as hereinafter provided:

Not to exceed \$3,679,000 of the funds available to the Panama Canal Company shall be available during the current fiscal year for general and administrative expenses of the Company, which shall be computed on an accrual basis: *Provided*, That as used herein, the term "general and administrative expenses" shall not be construed to include expenses otherwise classified in the preceding fiscal year: *Provided further*, That funds available for operating expenses shall be available for the purchase of not to exceed eighteen passenger motor vehicles for replacement only, and for uniforms or allowances therefor, as authorized by the Act of September 1, 1954 (68 Stat. 1114), as amended.

GENERAL PROVISIONS—THE PANAMA CANAL

SEC. 202. No part of any appropriation contained in this Act shall be used directly or indirectly, except for temporary employment in case of emergency, for the payment of any civilian for services rendered by him on the Canal Zone while occupying a skilled, technical, clerical, administrative, executive, or supervisory position unless such person is a citizen of the United States of America or of the Republic of Panama: *Provided, however*, (1) That, notwithstanding the provision in the Act approved August 11, 1939 (53 Stat. 1409) limiting employment in the above-mentioned positions to citizens of the United States from and after the date of approval of said Act, citizens of Panama may be employed in such positions; (2) that at no time shall the number of Panamanian citizens employed in the above-mentioned positions exceed the number of citizens of the United States so employed, if United States citizens are available in continental United States or on the Canal Zone; (3) that nothing in this Act shall prohibit the continued employment of any person who shall have rendered fifteen or more years of faithful and honorable service on the Canal Zone; (4) that in the selection of personnel for skilled, technical, administrative, clerical, supervisory, or executive positions, the controlling factors in filling these positions shall be efficiency, experience, training, and education; (5) that all citizens of Panama and the United States rendering skilled, technical, clerical, administrative, executive, or supervisory service on the Canal Zone under the terms of this Act (a) shall normally be employed not more than forty hours per week, (b) may receive as compensation equal rates of pay based upon rates paid for similar employment in continental United States plus 25 per centum; (6) this entire section shall apply only to persons employed in skilled, technical, clerical, administrative, executive, or supervisory positions on the Canal Zone directly or indirectly by any branch of the United States Government or by any corporation or company whose stock is owned wholly or in part by the United States Government: *Provided further*, That the Presi-

61 Stat. 584.
31 USC 849.

5 USC 2131 note.

Employment
requirements.

dent may suspend from time to time in whole or in part compliance with this section if he should deem such course to be in the public interest.

SEC. 203. The Governor of the Canal Zone is authorized to employ services as authorized by section 15 of the Act of August 2, 1946 (5 U. S. C. 55a), in an amount not exceeding \$15,000: *Provided*, That the rates for individuals shall not exceed \$100 per diem. 60 Stat. 810.

SEC. 204. The Governor of the Canal Zone and the President of the Panama Canal Company, in computing allowances for the cost of travel on home leave for persons who elect at their expense to take other than the lowest first-class travel to the United States, shall take into account as the cost to the United States the actual cost, as computed by the General Accounting Office, of travel by United States owned and operated vessels rather than a reduced fare rate which is available for such employees when traveling on their own account. Travel allowance. note.

TITLE III—INDEPENDENT AGENCIES

ADVISORY COMMITTEE ON WEATHER CONTROL

Salaries and expenses: The unobligated balance of the appropriation granted under this head for the fiscal year 1956 shall remain available until July 30, 1956, for necessary expenses of the Advisory Committee on Weather Control, established by the Act of August 13, 1953 (67 Stat. 559), including services as authorized by section 15 of the Act of August 2, 1946 (5 U. S. C. 55a). 15 USC 311 note. 60 Stat. 810.

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

The Saint Lawrence Seaway Development Corporation is hereby authorized to make such expenditures, within the limits of funds and borrowing authority available to such Corporation, and in accord with law, and to make such contracts and commitments without regard to fiscal year limitations as provided by section 104 of the Government Corporation Control Act, as amended, as may be necessary in carrying out the programs set forth in the budget for the fiscal year 1957 for such Corporation, except as hereinafter provided: 61 Stat. 584. 31 USC 849.

Not to exceed \$325,000 shall be available for administrative expenses which shall be computed on an accrual basis, including not to exceed \$1,500 for official entertainment expenses, to be expended upon the approval or authority of the Administrator: *Provided*, That said funds shall be available for services as authorized by section 15 of the Act of August 2, 1946 (5 U. S. C. 55a), at rates for individuals not to exceed \$100 per day: *Provided further*, That the Corporation's funds shall be available for the purchase of not to exceed four passenger motor vehicles (two for replacement only). 60 Stat. 810.

SMALL BUSINESS ADMINISTRATION

Salaries and expenses: For necessary expenses, not otherwise provided for, of the Small Business Administration, including expenses of attendance at meetings concerned with the purposes of this appropriation and hire of passenger motor vehicles, \$1,900,000; and in addition there may be transferred to this appropriation not to exceed \$4,634,000 from the Revolving Fund, Small Business Administration, and not to exceed \$500,000 from the fund for Liquidation of Reconstruction Finance Corporation Disaster Loans, Small Business Administration, for administrative expenses in connection with activities financed under said funds: *Provided*, That the amount authorized for

All 70 Stat. 325.

transfer from the Revolving Fund, Small Business Administration, may be increased, with the approval of the Bureau of the Budget, by such amount as may be required to finance administrative expenses incurred in the making of disaster loans.

Revolving Fund: For additional capital for the Revolving Fund authorized by the Small Business Act of 1953, as amended, to be available without fiscal year limitation, \$50,000,000.

Ante, p. 10.

TARIFF COMMISSION

Salaries and expenses: For necessary expenses of the Tariff Commission, including subscriptions to newspapers (not to exceed \$200), not to exceed \$20,000 for expenses of travel, and contract stenographic reporting services as authorized by section 15 of the Act of August 2, 1946 (5 U. S. C. 55a), \$1,550,000: *Provided*, That no part of this appropriation shall be used to pay the salary of any member of the Tariff Commission who shall hereafter participate in any proceedings under sections 336, 337, and 338 of the Tariff Act of 1930, wherein he or any member of his family has any special, direct, and pecuniary interest, or in which he has acted as attorney or special representative: *Provided further*, That no part of the foregoing appropriation shall be used for making any special study, investigation or report at the request of any other agency of the executive branch of the Government unless reimbursement is made for the cost thereof: *And provided further*, That that part of the foregoing appropriation which is for expenses of travel shall be available, when specifically authorized by the Chairman of the Tariff Commission, for expenses of attendance at meetings of organizations concerned with the functions and activities of the said Commission.

60 Stat. 810.

46 Stat. 701.
19 USC 1336-
1338.

TITLE IV—GENERAL PROVISIONS

SEC. 401. No part of any appropriation contained in this Act shall be used for publicity or propaganda purposes not heretofore authorized by the Congress.

SEC. 402. No part of any appropriation contained in this Act shall be used to pay any expenses incident to or in connection with participation in the International Materials Conference.

This Act may be cited as the "Department of Commerce and Related Agencies Appropriation Act, 1957".

Approved June 20, 1956.

Publicity or
propaganda.

International
Materials Con-
ference.

Short title.

